

London Advertiser.
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 LONDON, THURSDAY, OCT. 5.

The Next Ten Years.

At the annual meeting of the Canadian Pacific shareholders yesterday, the English directors, Mr. Thomas Skinner, made the significant statement that notwithstanding the fact that extensions to the C. P. system had been made, he doubted if it would be able to keep up to the demands made upon it. This may be regarded as a prediction of Sir William Laurier, made at the Grand Trunk meeting, that before the Grand Trunk meeting was completed another trans-continental line would be found necessary. Mr. Hays, at Brantford, expressed the same opinion, and declared that in the next ten years more railroad mileage would be built in Canada than in the preceding 25 years. Since 1901 the Canadian Pacific alone has spent nearly \$45,000,000 upon additions and improvements, in rolling stock, new shops, reductions of fares, permanent bridges, tunnels, stations, elevators, wharves, etc. The total expenditure of \$2,500,000 was authorized at yesterday's meeting to provide additional cars and locomotives. The work of double-tracking the line between Winnipeg and Fort William will be completed in about three years. In the year ending June 30 last the company's mileage upon which traffic was moved increased from 8,322 to 8,568, and on June 30, 451 miles were under construction. The freight carried during the last fiscal year was 11,892,204 tons an increase of 757,000 tons, and the number of passengers carried 6,891,511, an increase of 640,040. The Atlantic steamship enterprise of the company is apparently prospering, as the directors were authorized to purchase two new steamships of 14,000 tons gross register and 18½ knots sea speed. These will be the route.

The optimism expressed by railway directors and managers may have some faint relation to the flotation of railway securities, but they can show chapter and verse in their annual reports for the faith they profess. The next ten years promise to be epochal in the history of Canada.

The Compartment Car.

Another murder, the victim being a young woman, has taken place in an English apartment car. Assaults and outrages have occurred from time to time under the same circumstances and have been followed by a hue and cry against the compartment system, but the English railroads show no intention of introducing coaches of a new design. The only reform has been the installation of an alarm signal, but it is necessary to break a glass to reach the bell cord, and heavy penalties are inflicted if the glass is broken without sufficient reason. The contrivance is so clumsy that it is virtually no protection. In spite of the danger of the present style of car, it is probable the English traveling public would rebel against any type of passenger coach which would afford more safety but less isolation. The compartment system is strongly entrenched in a national characteristic, the love of privacy and exclusiveness. It also caters to class distinctions, permitting people of social importance, or those who wish to be thought superior, to hold themselves aloof from the masses. English conservatism is another obstacle to improvement, and is responsible for the retention of a stupid luggage system which could be changed without expense to the railroads. English railroad management is enterprising and efficient in a high degree, and is not to blame for defects which perhaps it could not remedy if it would. It has not held human life cheaply, for the number of casualties on English railroads, taking into account the high physical standard and a cautious system of operating trains, is proportionately much lower than on this continent.

The Strange Case of Mr. Bickle.

An extraordinary case, without a precise precedent in Canadian jurisprudence, was tried at Cobourg yesterday. A suit for \$40,000 damages was brought by one Bickle against four prominent Conservatives of West Northumberland, on the ground that their imputations upon his party loyalty had deprived him of the position of housekeeper of the legislative buildings, to which the Government had once resolved to appoint him. Bickle was the nominee of Dr. Willoughby, a member of the Cabinet, who informed him of the Cabinet decision. Immediately afterwards the appointment was canceled, Bickle claims, because of the allegation of the defendants, contained in letters to Mr. Whitney, that in 1898 he had exposed the illegal trafficking in public offices, carried on in the interests of the Conservative candidate for the House of Commons, Mr. Whitney, who was put in the witness box, declined to say whether Bickle's appointment was discussed by the Cabinet, pleading that the proceedings of the council were inviolably secret. He declined on the ground of public policy to say whether he had received any letters from the defendants, to produce any letters, as demanded by the subpoena, or to narrate the substance of an interview between himself and Bickle.

Mr. Justice Teetzel upheld Mr. Whitney in his position, and also declined to permit plaintiff's counsel to produce secondary evidence of the letters, remarking that questions of state must be paramount. The refusal of Mr. Whitney to make public what transpired in Cabinet Council is justified by his

oath of office, but there will be a difference of opinion as to whether his position with regard to private letters and private conversation is well founded. The question of public policy or the paramountcy of the state is in the least involved. Justice Teetzel upheld Mr. Whitney, but another judge might rule that the letters referred to a petty party dispute, not a public matter, and were not covered by the secrecy which the law throws over the proceedings of the Cabinet Council. It is a fine point for the lawyers.

Why He Draws a Crowd.

Some of the directors of fall fairs, with an eye on the gate receipts, have paraded at Fort William recently, that before the Grand Trunk meeting was completed another trans-continental line would be found necessary. Mr. Hays, at Brantford, expressed the same opinion, and declared that in the next ten years more railroad mileage would be built in Canada than in the preceding 25 years. Since 1901 the Canadian Pacific alone has spent nearly \$45,000,000 upon additions and improvements, in rolling stock, new shops, reductions of fares, permanent bridges, tunnels, stations, elevators, wharves, etc. The total expenditure of \$2,500,000 was authorized at yesterday's meeting to provide additional cars and locomotives. The work of double-tracking the line between Winnipeg and Fort William will be completed in about three years. In the year ending June 30 last the company's mileage upon which traffic was moved increased from 8,322 to 8,568, and on June 30, 451 miles were under construction. The freight carried during the last fiscal year was 11,892,204 tons an increase of 757,000 tons, and the number of passengers carried 6,891,511, an increase of 640,040. The Atlantic steamship enterprise of the company is apparently prospering, as the directors were authorized to purchase two new steamships of 14,000 tons gross register and 18½ knots sea speed. These will be the route.

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In Use.

[Cleveland Plaindealer.]
 "Lady, can't you gimme some of your husband's old clothes?"
 "Old clothes? Why, my husband wears out his old clothes."
 "I don't care how much they are worn out, lady—I kin use 'em."
 "We don't understand me, my husband hasn't but one suit of old clothes and he wears that out when he goes to the office."

Cause for Blushes.

[New Yorker.]
 Dobson—In the account of that wedding yesterday they speak about the "blushing bride." I wish to goodness they would invent a new phrase or two.
 Mrs. Dobson—Well, dear, when you think of the sort of men girls have to marry nowadays, you cannot wonder at their blushing.

Graft and Finance.

[St. Louis Post-Dispatch.]
 There is no genius in graft. Finance is a science worthy the noblest mind.

Not for Him.

[Philadelphia Press.]
 Dr. Fissick—Well, yes, I suppose you should take some mild tonic.
 Guzzie (eagerly)—How about beer?
 Dr. Fissick—O, no; that's Teutonic.

No Use for Publicity.

[Pittsburg Post.]
 "I'm taking my riding lessons in strict privacy."
 "Why got in public?"
 "So as to avoid the fierce white light that beats about the throne."

Uncle Allen.

[Chicago Tribune.]
 "It's all right, I suppose, for a woman to make an hourglass of herself if she wants to be in fashion," observed Uncle Allen Sparks, "but her sands of life will run out a good deal quicker."

Danger.

[Pick.]
 She (meaningly)—Do you believe kissing is really dangerous?
 He (meanly)—Yes; it often brings on marriages.

Telepathy.

[Washington Star.]
 "So you ran across that millionaire when you went down de road," said Meandering Mike.
 "Yes," answered Plodding Pete.
 "Any conversation?"
 "No. We just exchanged thoughts. I was wishin' I had his money an' he was wishin' he had my appetite."

Unquestionably.

[Chicago Tribune.]
 "Have you a modern street railway system in your town?" wrote the Eastern capitalist.
 "Our street railway system," wrote the Western real estate agent and town boomer, in reply, "is strictly up-to-date. Forty-seven persons here have been run over by the cars or knocked off, the track in the last six months alone."

The Beam in Uncle Sam's Eye.

[Louisville Courier-Journal.]
 The statistician tells us that in all the United States, outside of cities, there are but 2,000 miles of macadamized roads, while in France alone there are 120,000 miles. If we spent more of our energy in building good roads, and less of it in boasting of our superiority to the house of creation, we could better stand comparison with the rest of creation.

Might Be Worse.

[Philadelphia Press.]
 Mrs. Housekeeper—Bridget, I should think you'd try to do something about the house with being told. You never do anything unless I tell you. You couldn't possibly be worse.
 Bridget—Oh, I dunno, ma'am, I might aven refuse to do what ye tell me.

Too Pleased to Kick.

[Chicago Tribune.]
 You will note the absence of the Vladivostok date line from those tele-

graphic accounts of riots and other disturbances growing out of dissatisfaction with the terms of the peace treaty.

In the Market.

[Washington Star.]
 "So you still think that every man has his price?"
 "Yes," answered Senator Sorghum. "And a lot of the little fellows manage to do some scandalous overcharging."

Nothing There.

[Milwaukee Sentinel.]
 "What did Cholly Willoughby say last night when he told him you would consider his proposal?"
 "He said he would make a mental note of it."
 "Why, Clara, why didn't you have him put it down on paper?"
 "Why so, dear?"
 "There is nothing for him to make a mental note of."

Displacement.

[Washington Star.]
 "Do you think that the automobile will displace the horse?" asked the conversational young woman.
 "It will," answered the nervous young man as he gazed down the road, "if it ever hits him."

Looking Ahead.

[Louisville Courier-Journal.]
 Gracie—What! Marry that oldascal, who though he has money? Why, his morals are fearfully bad.
 Gladys—And so is his health.

SIGNS OF COBALT AROUND TEMAGAMI

Rich Mineral Deposits Discovered by Dominion Geological Survey.

Ottawa, Oct. 5.—Dr. E. A. Barlow, of the geological survey, has just returned from the Lake Temagami region, where he had been surveying during the summer. He was engaged in making a detail map of the country in the region of the lake, and his surveys extended from Rabbit Lake to Sturgeon River. The region is particularly interesting in view of the fact that it is of the same nature as the Cobalt district, where the valuable mineral discoveries have recently been made so much excitement. Dr. Barlow, who made a survey of the district in 1887, and who knows the region well, speaks very highly of it.

After concluding his work Dr. Barlow visited the new worked mining region of Cobalt. The region is a phenomenal one, in Dr. Barlow's opinion, and is not likely to be worked out for a very long time. He thinks, also, from the geological structure of the country, that more veins are yet to be discovered. Not only is the region phenomenal, but the ore itself is of a most unusual character. Its chief constituents—silver, nickel, arsenic and cobalt—are so combined chemically with other ores that they have baffled the smelters, and it still remains a problem how to get full value out of the ores. The miners are dissatisfied with a New York smelter, and there is a strong feeling in favor of the formation of a local company, in order that the ores may be smelted on the ground and the heavy freight charges done away with. A detail map of the whole region, a work of immense labor, will shortly be undertaken by the geological bureau of mines or the geological survey.

POWER LINES HEADED THIS WAY

The Transmission of Electrical Energy From Niagara Falls Will Begin at Once.

Toronto, Oct. 4.—Frederick Nicholls, manager of the Canadian General Electric Company, and a director of the Electrical Development Company, stated today that arrangements were about complete for the extension of the power transmission lines through the western peninsula of Ontario from Niagara Falls. London is the objective point for the present. Plans are complete and surveys will be made at once, going through Brantford, Paris, Galt, Guelph, Berlin, Hespeler, Woodstock, Ingersoll, and the smaller towns. The powerhouse will be completed sooner than anticipated as the steel frame for this is now being erected. The installation of the waterwheel will take place shortly. The overhead works from Niagara have been completed with the exception of a few intersections, where legal formalities have to be complied with. Power is anticipated for Toronto by the end of the year.

PERILS OF THE ANTARCTIC

British Steamer for Ten Months in Grip of the Pack Ice.

London, Oct. 4.—The steamer Stork which arrived at the West India docks yesterday started from Charlton Island, Sept. 19, 1904. She met a succession of gales accompanied with pack ice, and after many escapes, was driven back to Charlton Island, where the crew subsisted for nearly two months upon food they hunted, principally wild rabbits. The crew was very monotonous made a bangle out of tin, and danced to it. While picking her way out of the ice the Stork encountered the Discovery, which shared provisions with the Stork's crew. The temperature averaged 22 degrees below zero, sometimes exceeding 40.

Held Up Stratford Man.

Detroit, Mich., Oct. 5.—Peter C. Nelson, a visitor from Stratford, Ont., complained to the police late last night that he was held up and robbed of \$25 by two men while passing along Beau-bien street, near Woodbridge.

Edward Heads Regiment.

Madrid, Oct. 5.—The Official Gazette today published a royal decree nominating King Edward as honorary colonel of the Eighth Regiment of Spanish Infantry.

WAR OF KIRKS DRAWS TO CLOSE

The Great Controversy Between Scottish Churches May Be Settled in a Few Days.

London, Oct. 4.—The great controversy between the Free Church and the United Free Church of Scotland over the possession of property amounting to billions of dollars bids fair to be settled this week. This is the greatest church dispute of modern times, not barring the separation of church and state in France.

The parliamentary commission appointed to make a just and equitable distribution of this property between the two churches has been in session for two weeks, and it is reported that at any moment it may announce its decision in full.

The commission consists of Lord Elgin, chairman, and Lord Kinross, Sir Ralph Anstruther, Sir T. Gibson Carmichael and Sir C. B. Logan. All these men are eminent members of the House of Lords and noted for their knowledge of church law.

To understand the controversy between the two churches it is necessary to go back to Oct. 31, 1900, when, in the great Waverley Market, Edinburgh, in the presence of an audience estimated to number at least 5,000 people, the Free Church of Scotland consummated an unreciprocated union with the United Presbyterian Church, the name of the combined body being the United Free Church of Scotland, while the first moderator was the veteran leader, Rev. Robert Rainy, D.D.

In the senate of the United Presbyterian Church the motion was agreed to without a dissenting voice, but in the General Assembly of the Free Church there was an opposing minority of 27 members. These declined to ratify the union. They elected as their first Moderator Rev. Collin Bannatyne, an eminently pious and spiritually-minded man, and called themselves the Free Church of Scotland. They claimed that the 643 ministers who formed the opposition church had parted from the fundamental principles of the original Free Church, and therefore had forfeited the right to the possession of the property of the church.

This small body has been declared by the Government to be the legal Free Church of Scotland, and the highest courts of Great Britain have declared that they are the real custodians of the property of the original church.

The case was first heard in what is known as the outer court before Lord Lord, who gave his finding in August, 1901. He found in favor of the Free Church, but an appeal to the House of Lords in 1903 was won by the Minority Church.

The property in dispute amounts to \$5,000,000 in invested funds, as well as colleges at home and abroad, missionary buildings all over the world, and hundreds of churches and manse in Scotland.

The tremendous excitement and indignation aroused all over Scotland by the effects of the original court judgment, as the full scope of it began to be realized, at length showed the Government that something would need to be done to quiet the public mind. In Scotland, otherwise serious consequences might ensue. But the decision of the House of Lords was unimpaired in point of law, namely, that when the law of trusts must recognize no exceptions.

On the other hand, the fact was obvious that the Little Free Church, with its few members and the few men of talent in their ranks, would be unable to administer the trusts in accordance with the intentions of the donors, and that they might find themselves arraigned on the charge of breach of trust. Then followed the decision of the House of Lords to name a commission to settle the controversy by peaceful arbitration.

The grounds on which the minority objected to the union with the United Presbyterian Church and on which they base their judicial action, were that the funds of the original Free Church could not legally be used for the endowment of institutions and the maintenance of seminaries where doctrines were more quickly apparent. The minority charged the majority with departing from the Westminster Confession of Faith by rejecting the doctrine of predestination, and with abandoning what is known as the "establishment principle," which the minority declared to be an essential principle in the policy of their church.

Some of the grandest churches and collegiate institutions of Scotland are involved in the dispute. Among them are the noted Buech-Greyfriars Free Church, in Edinburgh, where the most eminent divines of Scotland have preached, Assembly Hall and College, and the Synod Hall, Edinburgh, and all the historic shrines of Scotland.

SPECKS BEFORE THE EYES.

Seeing Things in The Day Time.

There are Thousands of Persons Afflicted This Way. Ninety-Nine Times Out of One Hundred It Is Caused by Either the Liver, Stomach, Bowels or Digestive Organs.

In no part of the body are the effects of contamination more quickly noticed than in the condition of the eyes. They quickly respond to the poisonous elements which are absorbed into the blood in chronic cases of liver torpidity and sluggish bowel action. When you see a yellowish tinge in the whites of the eyes it is the whole system; but it is the specks and flitting objects in the vision itself that are even more quickly apparent. Thousands of people see things in the daytime; their vision is blurred, spots come between them and other objects which seem quite intangible, almost imaginary, and as they turn their heads they vanish as with a flash. Such conditions can always be traced to a torpid liver and a constipated condition of the bowels, yet can always be cured by the well-advised use of Smith's Pile and Bismuth Pills, which cure constipation as if by magic. These pills regulate the liver, cleanse the system, remove the bile from the circulation and strengthen the bowels. If you have specks and flitting objects before your vision, use Smith's Pile and Bismuth Pills and get the poisonous elements out of your blood. Remember they always cure sick headache, constipation and biliousness in one night. 25 cents, all dealers. All genuine signed by W. F. Smith.

SMITH'S BUCHU LITHIA PILLS
 A POSITIVE CURE FOR RHEUMATISM AND ALL FORMS OF KIDNEY AND BLADDER AFFECTIONS.
 AT ALL DRUGGISTS 25 CENTS.
 A CURE AT THE PEOPLE'S PRICE.

Red Rose Tea is Clean Tea

CLEANLINESS is as necessary to tea quality as to any other food.

Tea rolled by hand, cured by hand, weighed, blended and packed by hand may or may not be clean.

Every operation of making Red Rose Tea, on the plantation and in the warehouse, is performed by machines, the rolling and curing, the blending and weighing are all done by scrupulously clean automatic machinery.

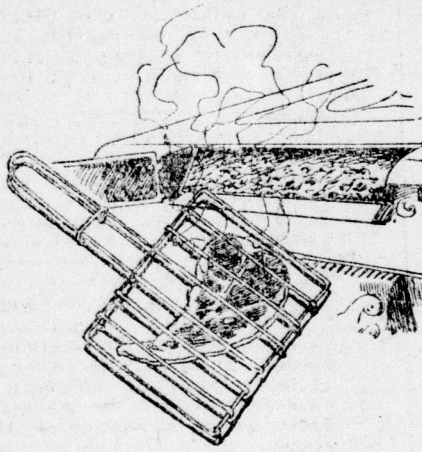
Red Rose Tea is never touched by human hands from the picking to your kitchen.

Red Rose Tea is always clean. It cannot be otherwise, because it has no possible chance of contamination.

Its "rich, fruity flavor" cannot be impaired by foreign substance of any sort whatever.

Red Rose Tea is good Tea

T. H. Estabrooks
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The Pandora Broiler

The biggest steak is not too big for the Pandora Broiler door. Successful broiling must be done quickly over a

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The best way to cook a good steak is to broil it, and the best way to broil it is on a Pandora range.

McClary's Pandora Range

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 London, Toronto, Montreal,
 Winnipeg, Vancouver,
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W.M. STEVELY & SON, 362 Richmond Street.
 J.G. PARK, 663 Dundas Street East.

GRAND TRUNK RAILWAY SYSTEM

Important Change of Time, Sunday, October 1st.

All through trains to the west will run via Brantford.
 12:20 a.m., New York Express daily, instead of 12:30 a.m.; 3:25 a.m., express daily, instead of 3:35 a.m.; 2:35 p.m., instead of 2:40 p.m., daily, except Sunday, for Woodstock, Brantford, Hamilton, etc.; 4:25 p.m., daily, instead of 4:37 p.m., for Toronto; 6:55 p.m., Eastern Flyer, instead of 6:50 p.m.

MAIN LINE WEST.
 4:15 a.m., Chicago Express, instead of 4 a.m.; 8:30 a.m., daily, except Sunday, instead of 7:40 a.m.; 11:10, Chicago Express, daily, instead of 10:55 a.m.; 11:32 a.m., Chicago Express, daily, instead of 11:15 a.m.; 7 p.m., Surplus train, daily, except Sunday, instead of 1:55 p.m.; 8:10 p.m., Pacific Express, daily, instead of 7:57 p.m.

WINDSOR DIVISION.
 For full particulars call on E. DE LA HOOKE, C. P. and T. A., corner Richmond and Dundas streets, or E. RUSE, depot ticket agent.

OCEAN STEAMSHIP TICKETS

—BY THE—
 AMERICAN LINE (New York Service), AMERICAN LINE (Philadelphia Service), ATLANTIC TRANSPORT LINE, DOMINION LINE, LEYLAND LINE, RED STAR LINE, WHITE STAR LINE (New York, Boston and Mediterranean Services).
 Sailing lists, rate sheets, etc., on application to E. DE LA HOOKE, Agent, London.

ALLAN LINE ROYAL MAIL STEAMERS

From Montreal and Quebec, every Friday, to Liverpool, via Moville.
 First cabin, \$75 and upwards. Second cabin, \$42.50 and upwards. Glasgow service—First cabin, \$90; second cabin, \$55. Third class, to or from Liverpool, Derry, Belfast and Glasgow, at lowest fares.
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Big Game Hunting

Moose, Caribou, Deer and Bear.

Reports indicate great abundance of game in Quebec and Maritime Provinces.

CANADA'S FAMOUS TRAIN, THE

Maritime Express

Leaving Montreal at 12 noon daily, except Saturday, traverses the best hunting region in North America. Sleeping and Dining Car Service Unrivaled.
 Write for descriptive pamphlets—"Moose of the Miramichi," "A Week in the Canaan Woods," "Fishing and Hunting."

General Passenger Dept.,

MONCTON, N. B.

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COLONIST RATES

TO—
 VANCOUVER, \$42.25
 VICTORIA SEATTLE, \$42.25
 TACOMA PORTLAND, \$42.25
 NELSON ROSSLAND, \$39.75
 SPOKANE

From London. Proportionate rates from other stations. Stopovers. Optional routes.
General Change in Time Oct. 9.
 Full particulars from Canadian Pacific agent, W. FULTON, C. P. A., 18 Dundas street, London, Ont.; or write C. B. POSTER, D. P. A., Toronto.

THE WABASH SYSTEM

Will make sweeping reductions in the one-way colonist rates to Arizona, California, British Columbia, Idaho, Montana, Oregon and other Pacific Coast points. Tickets are on sale from Sept. 15 to Oct. 31, and good via all direct lines. This will be the last chance this year to visit the above places at such low rates. The Wabash is the short and true route to all western points. Full particulars from any railroad agent, or J. A. Richardson, district passenger agent, northeast corner of King and Yonge streets, Toronto, and St. Thomas, Ont.

Low Rates

—TO THE—

Pacific Coast

EVERY DAY TO OCT. 31, 1905, VIA Michigan Central

The Niagara Falls Route

ONE WAY.
 City Office, 285 Richmond Street, Phone 265.

THOS. EVANS, C. P. A., LONDON.
 O. W. RUGGLES, G. P. A., CHICAGO.

The Hunting Season.

Get away from your every day life and enjoy a few weeks' sport in the highlands of Ontario. Single fare rate will be in effect to all hunting grounds, including the Temagami region, "The Sportsman's New Paradise." For further particulars call on agents, 30-b-u.

Grand Central Station, New York

Is the only station in the city of New York, and is reached only by the New York Central.

Bureau of information for travelers at 69½ Yonge street, Toronto. Service free. \$30m

\$9.00—Go to New York.—\$9.00, on Lehigh Valley Excursions Thursday, October 6th.

Tickets only \$9 from Suspension Bridge to New York and return. Tickets good ten days. Good on regular fast express trains, leaving at 3:50 and 7:15 a.m., 6:20 and 10:15 p.m. For tickets, Pullmans, apply at London station ticket office, Suspension Bridge or to Robert S. Lewis, Canadian passenger agent, 10 King street east, Toronto. 31h

THERE IS NO SUBSTITUTE

—FOR—

E. B. EDDY'S FIBRE-WARE

SOMETIMES for the sake of making a little extra profit a dealer may urge you to buy an inferior class of goods in this line, stating "It is just as good as Eddy," but experience would prove to the contrary, so don't be led astray. BUY EDDY'S EVERY TIME AND YOU WILL BUY RIGHT.

DONALD McLEAN, Agent, 426 Richmond St., London.

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