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OWEN SOUND IN THE FIGHT

Second Letter From Mr. J. A. Tucker Giving Instructive Facts and Figures

REGARDING THAT TOWN AS THE PORT

On Georgian Bay in Connection With the Proposed New Grain Route via Toronto.

LETTER NO. 2.

Editor World: In the first of this series of letters on the proposed Georgian Bay-Toronto grain route, the writer attempted to show the importance both to the people of Eastern Canada and to those of Western Canada, of the establishment of a short, direct freight route from the Great Lakes to tide-water. The geographical aspects of the question were briefly discussed. It was pointed out that the Buffalo route is unnecessarily circuitous, but that, nevertheless, by far the greater bulk of our Western grain is shipped to the Atlantic through the elevators of that and other American cities. Amongst the causes for this anomalous condition was mentioned the fact that Canadian shipping on the Upper Lakes is utterly inadequate to handle the wheat and other grains now grown in Manitoba and the Territories, and the statement was made that, provided a sufficient number of large vessels of the most modern type and of Canadian registration are built, or that the coasting laws are amended, so as to make it possible for American vessels to carry grain from port to port within Canada, not only can the whole of Canada's harvests be carried to the seaboard in Canadian cars and Canadian hulls, but a large portion of the cereal products of the Western States can be brought our way. It was shown, moreover, by reference to public documents, that the Hudson Bay route and the Ottawa and Lake Nipissing Canal, could not for the present be considered practicable; that, therefore, the only route worthy of immediate attention is that which is proposed to be opened up from some port on the south shore of Georgian Bay to Toronto, and thence to Montreal.

The Parry Sound Route.

With regard to the Parry Sound route, the statement was made that, although a trade had been established there, and a large amount of grain—principally American—was being handled, this trade in no wise benefited Toronto, nor, except to a very small extent, was it carried in Canadian vessels. The claims of Owen Sound as the best terminus for the proposed short line from Toronto to Georgian Bay were then put forward. Amongst other points, it was shown that Owen Sound has already a well-sheltered deep water harbor, into which the largest vessels on the lakes may safely enter; that it has extensive elevators, wharves, flour sheds, etc., necessary for the handling of a large through trade; that it has connection with both the great systems of railways operating in Ontario, two of these railways, namely, the C.P.R., has already a well-established trade in export grain, flour, etc., at this port; that either the C.P.R. or the G.T.R. can at comparatively small cost provide a short, direct line from here to Toronto, in the one case by slight changes in the existing roadbed, in the other by the construction of spur lines from Meaford to Owen Sound and from Beeton to King; and, finally, it was shown that the Dominion Government and the people of Owen Sound having already spent large sums in perfecting the harbor here, it would be an unnecessary and inexcusable waste of money to not only duplicate this outlay, but even assume vastly more expensive undertakings at points where the very possibility of obtaining harbourage is seriously called in question.

Owen Sound's Harbor Facilities.

The main point for discussion seems now to be this very vital one of harbor facilities. This consideration was at first altogether overlooked, seemingly, by the people of Toronto, who laid much too great stress n the question of length of haul from Georgian Bay to their city, and were thus led to believe that Collingwood was the only place that merited their attention. However, the light seems to be dawning at last. The city press now admit, to quote from one editorial, that "A matter of more importance than distance is the facilities of the respective harbors for receiving and handling the traffic."

A number of statements have been made from a variety of sources, which it may be well right here and now to clear up. Mr. Fred. T. Hodgson of Collingwood has stated in a letter to the Toronto morning papers that, "Collingwood harbor is open earlier in the spring, and remains open later in the fall than any other port on Georgian Bay." The records of the customs house at Owen Sound show that in 1897 the first vessel arrival at this port on April 14, and the last left on Dec. 10, while in 1898 the date of the first boat was March 23 and that of the last Dec. 12. In the first case there was almost eight months of continuous navigation, and in the second there were very nearly nine months. It may be doubted whether Collingwood can produce a record equal to this. The very fact that there are two rivers at the head of Owen Sound Bay goes to indicate that the ice must break up earlier here than it does where there are no currents of warm river water. One other point must be noticed, and that is, the prevailing winds in this section of the country are west and northwest, and in the spring such winds cannot help but carry a great deal of floe ice into Nottawasaga Bay, whereas the "bay" of Owen Sound Bay, to use a nautical expression, protects it from this drift. It is well known to navigators of these waters that this is precisely what happens as a rule in the spring. However, the opening of navigation does not depend on the breaking up of the ice on Georgian Bay or Lake Huron which always takes place quite early, but rather on the state of the harbors of Lake Superior and the Straits of Mackinac. No matter how soon the eastern harbors may be free, navigation cannot be open until the western harbors are likewise free. It will be found also that owners of vessels are in general opposed to any further lengthening of the season of navigation. The Lake Carriers' Association, indeed, taken steps towards making the season shorter if possible than at present.

Can Float Anything.

The amusing assertion is made by one writer that, "As to Owen Sound, everyone who knows anything about that harbor is well aware that it can never be made deep enough to float the grain-carrying ships." One might just as well deny the existence of the sun in the glare of noon-day. The fact is that Owen Sound harbor does now, every year, float as large carriers and as heavy cargoes as are to be found on the lakes. The following is a list of a few of the larger vessels that have unloaded here during the last two seasons of navigation: Steamer Lagonda, 400 feet long over all, 18 feet draft, cargo 150,000 bushels of oats and 76,500 bushels of corn, weighing 4500 tons. Steamer Andrew Carnegie, 425 feet long, 18 feet 3 inches draft, cargo 230,000 bushels corn, weighing 6440 tons. Steamer, W. R. Linn, 426 feet long, 18 feet draft, cargo 232,000 bushels corn (up to July this was the record cargo of corn for the great lakes). Steamer Senator, 424 feet long, 18 feet draft, cargo 182,000 bushels of wheat (the most valuable cargo of grain ever floated on the lakes). Tow barge Amazon, 210,800 bushels corn. At the time that the Carnegie carried the record load, as above stated, The Chicago Record had this to say: "Vesselmen have a working example of the 20-foot channel in the cargo which the steamer Andrew Carnegie unloaded at Owen Sound yesterday. It consisted of 230,000 bushels, or 6440 tons of corn. It was loaded Monday at Counselman's elevator on South Chicago, where there is an unlimited depth of water. There was also no limit to the draft at Owen Sound, so the Carnegie was able to take a record-breaking load." None of the big carriers load to a greater depth than 18 feet, because in going from any port, either on Lake Superior or Lake Michigan, to Buffalo, they could not get over the Lime-stone Crossing with a greater draft; and in going from Lake Superior to any other lake they could not get through the Sault River in safety. No vessel drawing 18 feet has ever gone into Buffalo. Owen Sound has received as deep draft vessels as any port on the lakes.

Tonnage of Owen Sound Port.

In this connection it is interesting to note that the tonnage of the port of Owen Sound has already reached an enormous figure. During the past season the aggregate tonnage of the vessels trading to and from this port was 519,257 tons, of which 330,597 tons were coastwise and the remainder to and from American ports. Although a large amount of money has been spent by the Dominion Government in improving Owen Sound Harbor, it must not be supposed that all or nearly all of this has been for dredging, as our rivals would seek to convey. A very large portion of the grants voted by Parliament has been used in pileworks, extending the harbor, in building lighthouses and work of that kind. In any event, the people of the town have never shirked their duty in any undertaking connected with their harbor, but up to this date have expended $132,785 of their own cash to provide proper facilities for handling the lake trade. They claim, without fear of successful contradiction, that as a result of this expenditure, coupled with the advantages nature has given them, they have a harbor absolutely unrivalled by any on Georgian Bay. Hundreds of thousands of dollars have been spent at Collingwood without securing deep water or a safe entrance, and the people of that town have not supplemented the grants of the Dominion Government as the people of Owen Sound have done. Navigators of the Upper Lakes are well aware that the harbor of Owen Sound is a natural harbor, whereas those of a number of the ports mentioned in the present discussion are purely artificial, being on the open coast, unprotected by islands or headlands, and requiring perhaps millions of dollars to place them in anything like the condition that a comparatively small outlay has effected for Owen Sound.

Some Instructive Figures.

This communication cannot be better closed than by giving some interesting and instructive figures as to the distances from western points of trans-shipment to Montreal via Owen Sound and Toronto. From Chicago to Owen Sound is 551 miles sail; from Duluth 649 miles, and from Port Arthur 527. From the same ports to Collingwood the distances are respectively 509 miles, 667 miles and 545 miles, or 18 miles further in each case. The run from Collingwood to Toronto by the proposed air line is computed at 70 miles. The run from Owen Sound to Toronto can be reduced to 107 miles. From Toronto to Kingston it is 160 miles, and from Kingston to Montreal 168 miles. From these figures it will be seen that the total run from the most westerly port on the lakes, namely, Duluth, to Montreal, via Collingwood and Toronto, can be reduced to 1065, and via Owen Sound and Toronto to 1084 miles. Can anyone seriously argue that a difference of 19 miles in a total of nearly 1100 gives Collingwood such a pre-eminent advantage over Owen Sound that it is worth while to expend a vast sum of money at the former town in providing a harbor, elevators, wharves, freight sheds, etc., when these are already to be had here? The slight advantage that Collingwood has over Owen Sound in distance is an advantage in rail haul. Owen Sound has the advantage as far as water haul is concerned, and the 19 miles' saving in distance via Collingwood would be more than made up in the saving in time via Owen Sound, because travel by rail is so much faster than travel by water.

James A. Tucker.

Owen Sound, Jan. 18.

WHAT IT WOULD COST

To Establish a Grain-Handling System Between the North and Toronto.

Editor World: Now that this route is attracting a large amount of public attention it might be of use to look at it in a practical way and compare the results to be obtained by using the Grand Trunk system from Collingwood or other port with what can be obtained by having a new line with up-to-date equipment specially adapted for the rapid handling of large grain cargoes.

The G. T. R., in order to be in the race at all, will have to construct 25 or 30 miles of new track, so as to shorten the distance from Collingwood, all the bridges on the line will have to be reconstructed and strengthened, and the entire distance relaid with rails 100 or 110 lbs. to the yard. When this is done the heavy grades now in existence will still heavily handicap the line, so that it will be a physical impossibility for them to carry the grain cheap enough to attract traffic from the Buffalo route.

Rates Are Low.

The rates last season, Chicago to Montreal, via the Parry Sound route, were as low as 4c, and did not go higher than 5c per bushel; so that, unless the Grand Trunk can carry the grain from Collingwood, including elevating and all other charges, and put it into a vessel at Toronto for 1c a bushel, there is little chance of new business being done.

Then with only one line of railway, the vessel or steamboat lines at each end of the route would be completely at the mercy of the railway, as this business has to be done on so close a margin that an addition of half a cent to the railway rate would kill the chance of the vessel lines earning any dividends. No capitalist would be found to invest money in a venture of this kind, with conditions such as these.

The Grade Going South.

A new line, built for the purpose of carrying through traffic, would naturally seek the best alignment and the easiest grades, irrespective of distance that the country would admit of as between ports. I understand from eminent engineers who have gone over the ground that the distance will not be over 70 miles, and the grades only 26 feet to the mile going south. This makes it possible (1) to haul heavy trains with about half the power required on the present line, with its heavy grades and sharp curves; (2) the grain car now built is of steel, with steel trucks and steel unbreakable wheels (the latter made in Perth, Ont.), and can carry 60 tons, or 2000 bushels, of wheat, and, if fitted with radial trucks, a recent improvement, these cars can carry 25 per cent. more than ordinary cars of old construction, as there will practically be no friction going around curves.

An engineer of large experience informs me that a railway of this length can be constructed and fully equipped with rolling stock, ample elevator and storage room provided at each end of the route for about two and a half millions of dollars.

What It Would Cost.

Basing the expenses at the same rate as the N. & N. W. for same distance, 70 miles, this new road could run five trains of 1500 tons per day for 200 days, or a grain traffic of 50,000,000 bushels per season, at a cost of $125,000. Reckoning that not a ton of westbound freight was carried, this road, at ¾c on the 50,000,000 bushels, could earn $375,000, less expenses $125,000; surplus $250,000. This would be a 10 per cent. dividend on a capital of $2,500,000.

If I am wrong in any of the foregoing estimates I would be glad to have any railway man point out the error.

To ensure the carriage of this great and fast-growing grain trade over this portage at cost the railway should be built by the Dominion Government, as a link in the canal system, and the cars of any railway or transportation company be allowed to use it on the same terms, or it should be leased to a strong transportation company who will undertake to carry the grain from Fort William to Liverpool at the lowest rate that it is possible to earn a fair dividend on the capital invested.

The latter plan will give the farmers of the Northwest the very lowest rate of freight possible, and help to build up the St. Lawrence route as against New York, Boston and Portland, which is a policy every true Canadian should heartily endorse.

Transportation.

Toronto, Jan. 19, 1899.

A MUNICIPAL ROAD BOSS

Favored in the District of Bedford, Quebec—Praise for Ontario's Highwayman.

Mr. A. W. Campbell, Good Roads Commissioner, yesterday received a circular from the District of Bedford Good Roads Society, the second annual meeting of which was held in Sweetsberg, Quebec, lately. The circular informs those concerned that a resolution was passed favoring the appointment in every municipality of an officer whose whole duty it is to have charge of all the work done on the roads, his position to be similar to that of a municipal clerk or treasurer.

A resolution is also included voting the hearty thanks of the association to the Hon. Minister of Agriculture of Ontario for permitting his representative, Mr. Campbell, O.R. Commissioner, to be present at the deliberations, and the pleasure and profit of which were so largely due to him. The meeting was also attended by the Hon. Sidney Fisher, Dominion Minister of Agriculture.

The action of this society is the plan that has been recommended by Mr. Campbell for years. This step in Quebec is ahead of anything yet accomplished by that province.

Who is J. A. Tucker?

Our correspondent from Owen Sound, J. A. Tucker, B.A., is the famous "J.A.T." who was so prominent in Toronto University circles during the year '95, when the students' boycott was on. He graduated from Leland Stanford University, California, in '96 and since then has been editor of The Owen Sound Sun, in which capacity he has shown exceptional ability, foreshadowing a brilliant career.

Nervous Dyspepsia

To Gain Flesh, to Sleep Well, to Know What Appetite and Good Digestion Mean.

MAKE A TEST OF STUART'S DYSPEPSIA TABLETS.

No trouble is more common or more misunderstood than nervous dyspepsia. People having it think their nerves are to blame and are surprised that they are not cured by nerve medicines. The real seat of the mischief is lost sight of. The stomach is the organ to be looked after.

Nervous dyspeptics often do not have any pain whatever in the stomach, nor perhaps any of the usual symptoms of stomach weakness. Nervous dyspepsia shows itself not in the stomach so much as in nearly every organ. In some cases the heart palpitates and is irregular; in others the kidneys are affected; in others the bowels are constipated, with headaches, still others

PROF. HENRY W. BECKER, A.M.

are troubled with loss of flesh and appetite, with accumulations of gas, sour risings and heartburn.

It is safe to say that Stuarts Dyspepsia Tablets will cure any stomach weakness or disease, except cancer of the stomach. They cure sour stomach, gas, loss of flesh and appetite, sleeplessness, palpitation, heartburn, constipation and headache.

Send for valuable little book on stomach diseases by addressing F. A. Stuart Co., Marshall, Mich. All druggists sell full-sized packages at 50 cents. Prof. Henry W. Becker, A.M., the well-known religious worker and writer of St. Louis, Secretary of the Mission Board of the German Methodist Church, Chief Clerk and Expert Accountant for the Harbor and Wharf Commission, Public Secretary for the St. Louis School Patrons' Association, and the District Conference of Stewards of the M.E. Church; also takes an active part in the work of the Epworth League, and to write on religious and educational topics for several magazines. How he found relief is best told in his own words:

"Some weeks ago my brother heard me say something about indigestion, and taking a box from his pocket said: 'Try Stuart's Tablets.' I did and was promptly relieved. Then I investigated the nature of the tablets and became satisfied that they were made of just the right things, and in just the right proportions to aid in the assimilation of food. I heartily endorse them in all respects, and I keep them constantly on hand." 35

Before. After.

Wood's Phosphodine,

The Great English Remedy.

Sold and recommended by all druggists in Canada. Only reliable medicine discovered. *Six packages guaranteed* to cure all forms of Sexual Weakness, all effects of abuse or excess, Mental Worry, Excessive use of Tobacco, Opium or Stimulants. Mailed on receipt of price, one package $1, six, $5. *One will please, six will cure.* Pamphlets free to any address.

The Wood Company, Windsor, Ont

Sold in Toronto by all Wholesale and Retail Druggists

HALE OLD AGE.

Greatest enemy to the enjoyment of a hearty, comfortable old age is—Backache.

Active bustling life of this present generation puts too heavy a strain on the kidneys. The delicate filters of the blood were never intended to do such hard work—can't do it very often without help.

Backache is simply the cry of overworked kidneys for help in throwing off the poisons of the system.

If they don't get it there's trouble—serious trouble.

Doan's Kidney Pills strengthen weak kidneys—Help them to keep the blood pure and the system strong and vigorous.

Help people to grow old slowly and comfortably—Are doing it every day.

MR. THOS. ASH, an old gentleman, well-known in Renfrew, Ont., made the following statement: "I am 72 years of age, and have been troubled for a number of years with pains across my back. In fact I was racked in every joint.

When I would stoop over it seemed to give agonizing pain to straighten up. I was so bad that I could scarcely walk. I have taken many kinds of medicines, but got nothing to help me.

Being recommended to try Doan's Kidney Pills, I got a box at Clark's drug store and commenced their use. After taking three doses I noticed a great change for the better, which I am glad to say has since continued, and I can now get around as smart as a cricket.

I can split my own wood, and am, in fact, just like a new man altogether. My friends remark it, and I am glad to tell them that the credit for this remarkable change is all due to Doan's Kidney Pills."

Doan's Kidney Pills are sold by all druggists at 50c. a box or 3 for $1.25. The Doan Kidney Pill Co., Toronto, Ont. Remember the name Doan's, and refuse all others.

IS TAGGART AN INSANE MAN?

This is the Question of Life or Death, the Judge Says, the Jury Must Decide.

MORE MEDICAL MEN ON THE STAND.

The Prisoner Claims He is Not Crazy, But Dr. Wilson Says That He is.

The interest centering around the Taggart murder trial is increasing daily as the trial progresses. Yesterday Judge Falconbridge ordered that the gallery be opened to relieve the overcrowding in the lower court room. The gallery was crowded all day and two constables were placed there to keep the visitors quiet.

The Medical Evidence.

The cross-examination of Dr. Beemer, the Crown's medical witness, called by the defence, was lengthy, but little new was adduced.

Dr. Wilson told of his examination of the prisoner. Taggart said a voice told him to kill his wife. The prisoner went on and told of his family troubles and how he had killed his wife and the reason. Taggart claimed that he was not crazy, but the witness was confident of the prisoner's insanity.

Conditions of Insanity.

Dr. John Ferguson followed on behalf of the defence. He gave a long story of the conditions which point to a man's insanity. He reviewed his examination of the prisoner and came to the conclusion that Taggart was insane.

Mr. Kerr objected to such evidence on the ground that the jury is to say whether or not the prisoner is insane. The court overruled the objection and the judge remarked: "The jury is to take no one's opinion. If the evidence tended all one way I would not take the case from the jury; it is for the jury to say." It was the general opinion that the case would be taken from the jury, but the judge's remarks yesterday set the matter at rest. The trial will be continued this morning.

Grand Central Station, New York.

Where all travelers via the New York Central, "America's Greatest Railroad," are landed, is located corner of 42nd-street and 4th-avenue, the very heart of the City of New York. Nearly all principal hotels and business houses within easy access. Cheap cab service from Grand Central Station to any part of New York. Rates from Toronto and Hamilton by the C.P.R. and T., H. & B. in connection with the New York Central, have been reduced for train leaving Toronto at 5.20 p.m.; Hamilton 6.25 p.m. daily. Call on C.P.R. or T., H. & B. agents for particulars, or address H. Parry, general agent, N.Y.C. & H.R.R.R., 368 Main-street, Buffalo.

Boom Rainy River Region.

A visitor to the Parliament Buildings yesterday was Rev. A. R. Burriss of Port Arthur, Ont., who is interested in settling a township in the Rainy River district. He left after for the Western States, where he will lecture for the next three or four months on Canada, particularly Ontario, as the field for emigration, and a township surveyed on the Rainy River has been named after the gentleman. He has already induced some settlers from different parts of the Union to take up land in this district. A folder has been prepared, giving succinct statistics of this western region.

Stocks Sold En Bloc.

The following stocks were sold en bloc at Suckling's warerooms on Wednesday and Thursday last: Griffith & Co., dry goods, Toronto, $5155, to J. H. Stanley, Port Colborne, at 43 cents on the dollar; Cox & Co., boots and shoes, 108 Queen-street west, Toronto, $1084, to W. A. Hanes, Bowmanville, at 59 cents on the dollar; Craig McArthur, plumbers' supplies, Bay-street, Toronto, $7244, to N. Garland, at 71c on the dollar.

New York Central is the only four-track railroad in the world—two tracks exclusively for passenger trains and two for freights—this with a perfect system of block signals in operation on that line, a first-class roadbed and modern equipment, makes travel easy, comfortable and safe, justifying the title which it has earned, "America's Greatest Railroad."

Shipment of Apples, $18,000.

Value of apples shipped to England yesterday from Toronto was $18,000. Other shipments to Great Britain were: Cattle $11,000 bacon $14,000, agricultural implements $700.

COAL & WOOD

The Very Best At Lowest Prices

OFFICES:

20 KING STREET W.
400 YONGE STREET.
703 YONGE STREET.
578 QUEEN STREET W.
1352 QUEEN STREET W.
202 WELLESLEY STREET.
306 QUEEN STREET E.
415 SPADINA AVENUE.
ESPLANADE STREET (near Berkeley Street).
ESPLANADE (Foot of West Market Street).
BATHURST STREET (nearly opposite Front Street).
PAPE and G.T.R. CROSSING.
1131 YONGE STREET (AT C.P.R. CROSSING).

THE ELIAS ROGERS Co., LIMITED

NOTICE.

Public notice is hereby given that application will be made to the Legislative Assembly at its next session by the ratepayers of Toronto, or some one or more of them, for an Act to amend and interpret sections 17, 33, 36, 38 and 46 of the conditions of sale of the Street Railway franchise of the City of Toronto as adopted by the City Council, May 3, 1891, a copy of which is fully set out in Schedule "A" to an Act passed by the Legislature of the Province of Ontario in the 55th year of Her Majesty's reign (1892), chaptered 99, entitled "An Act to Incorporate the Toronto Railway Company," such Act to provide:

1. That under the said section 17 the purchaser (the Toronto Railway Company) shall not, unless authorized by a bylaw passed by a vote of two-thirds of all of the members of the City Council, construct a portion of any new line or lines, and abandon or not construct the balance thereof, and any failure to construct and operate all of any new line or lines according to the terms of any bylaw passed by the City Council pursuant to section 14 of the said conditions of sale shall operate as a forfeiture of the right of the purchaser to construct, operate or possess any such new line or lines or any part or parts thereof.

2. That the said section 33 be amended, and interpreted so as to declare and define the rights of passengers with respect to transfers from day cars to night cars.

3. That said section 36 be amended so as to provide a means or system of determining when cars are or are not "of the most approved design for service and comfort" and when the cars are properly heated, and to provide for the enforcement of the provisions of said section 36.

4. That said section 38 be amended and interpreted so as to provide that cars shall not be overcrowded, and "a comfortable number of passengers" be definitely determined by the Act, and that adequate penalties be provided for contravention of the provisions of said section 38.

5. That a method be provided for the recovery of damages accruing to the city under the provisions of said section 46, and that the case or cases in which damages may be recovered be more clearly defined.

6. That any of the provisions of said Act chaptered 99 shall be enforced by the High Court at the suit of any one or more of the ratepayers, electors or residents of the said city.

E. A. MACDONALD,
For self and other applicants.

At the Police Court.

Michael Duffy, the young man who was caught early Tuesday morning in the act of entering J. H. W. Mackie's store at 8 Chester-street, was sent to Kingston Penitentiary by Magistrate Denison yesterday for two years and a half.

The charge of bicycle stealing preferred against Charles H. Macdonald was dismissed.

Thaddeus Harnden was honorably acquitted of a charge of stealing eight zitheds from Henry Fairbanks.

Albert Neal of 696 Queen-street west was convicted of a breach of the trade mark law and fined $20 and costs.

James Maxwell paid a fine of $5 and costs for assaulting Joseph Reddell, a street car conductor.

Margaret Tiernew was tried on a charge of attempting to commit suicide. She was allowed to go with a warning.

The Joint High Commission at Washington met yesterday, formally discussed some of the questions in dispute and then adjourned until Saturday.

THE

Ales and Porter

—OF—

THE DOMINION BREWERY COMPANY

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are the finest in the market. They are made from the finest malt and hops, and are the genuine extract.

The White Label Brand

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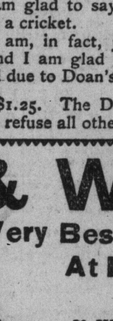

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Has perfect condition, delicious flavor, absolute purity—neither carbonated nor pasteurized. Just the perfect product of the best malt and finest hops.

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EPPS'S COCOA

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Distinguished everywhere for Delicacy of Flavor, Superior Quality and Nutritive Properties. Specially grateful and comforting to the nervous and dyspeptic. Sold in ½ lb. tins, labelled JAMES EPPS & Co., Limited, Homœopathic Chemists, London, England. ed

BREAKFAST SUPPER

EPPS'S COCOA

The Spanish Premier says the Cortes will be convoked on the day following the news of the ratification of the peace treaty by the United States.

"D.C.L."

(BLACK BOTTLE)

WHISKY

IS SCOTCH DRINK IN ITS BEST FORM.

"D.C.L." when applied to a man is a high academic distinction. When applied to Whisky, "D. C. L." is the highest distinction it can possess. "D.C.L." (Black Bottle) Scotch Whisky is perfect

Ask for "D.C.L."

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