

T. EATON CO.

SPECIAL NOTICE. In reply to the many inquiries received from out-of-town friends we make this intimation that on Saturday, November the 9th, this store will be open all day. As single fare railway rates take effect on Friday and hold good until Monday, it will afford a splendid opportunity for coming to Toronto and doing shopping at this store.

Our Underwear Sale

The Underwear we are selling at a third and a half under value came from the best woolen mills within our reach. It represents the season's overmakes and surplus stocks, which we gathered in at substantial discounts. Nearly all of it represents heavy winter qualities.

On Thursday morning we commence the fourth day of this special sale. These are the special values for the day:

- Men's Heavy Wool Fleece-Lined Underwear, shirts and drawers, silver grey shades, French neck, overlocked cuffs and ankles, bound skirt, sizes 34 to 44, regular value 70c a garment, Thursday..... 47
Men's Heavy Scotch Wool Underwear, shirts and drawers, blue, white, medium size only, regular value 60c each, Thursday..... 39
Boys' Sweaters
Boys' Heavy All-Wool Sweaters, deep roll collar, close-ribbed skirt and cuffs, plain rib stitch, in plain cardinal and navy blue, sizes 6 to 16 years, regular price 60c, Thursday..... 39
Ladies' Underwear
Ladies' Vests, heavy ribbed, natural color, button front, fancy trimmed with lace and ribbon, long sleeves, regular prices 35c and 45c, Thursday..... 22
Ladies' Waists, heavy ribbed, all wool, button front, fancy silk trimmed and baby ribbon, pearl buttons, white and natural, all sizes, regular price \$1.00, Thursday..... 63

Men's Suits, Ulsters and Trousers

Three more of the special clothing values that are bringing so much of the trade our way. While we appreciate making low prices, we never do so at the expense of quality, workmanship or style. Those features of our Clothing must always receive first consideration.

- Men's Worsted Serge Suits, navy blue hard finished, English cloth, made in single and double-breasted coupe shape, good strong Italian cloth linings and trimmings to match, sizes 36 to 44, very special..... 5.00
Frizee Ulsters for \$5.95
Men's Heavy All-Wool Frizee Ulsters, double breasted, high storm collar, tab for throat, 62 inches long, checked twill linings, sizes 36 to 44, regular price \$7.50, for..... 5.95
\$2.50 Trousers for \$1.39
Men's Trousers, heavy all-wool Canadian tweeds, neat narrow stripes, three pockets, good trimmings, well made, sizes 32 to 44, black waist, regular price \$2.50, for..... 1.39

House Coats and Dressing Gowns

Part of our holiday stock of Men's House Coats, Smoking Jackets and Dressing Gowns reached us earlier than usual and now awaits your inspection. These are a few of the lines being shown for the first time:

- Men's House Coats
Men's House Coats, made of camel's hair, in ermine and navy blue, with green and navy overplaid, also navy with light brown plaid, silk cord edges and frogs..... 6.00
Men's House Coats, fawn shade, pin checks, camel's hair cloth, cloth-bound edges, self-checked linings, also blue and white narrow striped, porous cloth-bound edges, Italian linings..... 6.00
Men's House Coats, in velvet cloth, green ground, with light brown and crimson overplaid, also scarlet and green, with large check overplaid of navy and grey, collar cuffs and pockets of different colors..... 8.50
Men's House Coats, fine all-wool shepherd's plaid, black and grey or fawn and grey, with silk cord edges and frogs..... 10.00
Men's House Coats, with red silk thread, also black worsted with small white check, satin lined throughout..... 12.50
Men's House Coats, silk brocade scroll pattern, black ground, with red silk thread, black satin linings, silk cord trimmings, frog fastenings..... 15.00
Men's House Jackets, silk brocade, electric blue ground, black and pearl brocade pattern, lined throughout with silk..... 20.00
Dressing Gowns
Men's Dressing Gowns, in navy blue, heavy cloth, cord edges and girdle..... 6.00
Men's Dressing Gowns, plain fawn and grey camel's hair cloth, cloth-bound edges, self-checked linings, cord edges and girdle..... 7.50
Men's Dressing Gowns, in ermine and navy, with green and navy overplaid, also fawn, with pin check camel's hair cloth, self-checked linings, cloth-bound edges..... 10.00
Men's Dressing Gowns, black and grey check, with large overplaid of dark and light grey, camel's hair cloth, self-checked linings..... 12.50
Men's Dressing Gowns, camel's hair cloth, in fancy plaid, green ground, with crimson overplaid, cuffs, collar and pockets trimmed with reversible black satin..... 15.00

A Price List of Musical Goods

We clip the following items from our Fall and Winter Catalogue. They show how we believe prices on Musical Goods should be fixed:

- Ideal Mandolins
No. 1. Seven ribs, walnut and maple, rosewood finger-board, pearl position dots, inlaid guard-plate, nickel-plated tail piece, \$3.50.
No. 2. Nine ribs, mahogany and walnut, rosewood finger-board, pearl position dots, inlaid guard-plate, nickel-plated tail piece, \$6.00.
No. 3. Nine ribs, mahogany, rosewood finger-board, pearl position dots, inlaid guard-plate, nickel-plated tail piece, \$7.50.
Imperial Mandolins
No. 4. Nine ribs, maple and rosewood strips, with five colored stripes between rosewood cap and side strips, mahogany neck, oval ebony finger-board, pearl position dots, German silver frets, colored wood inlaid around sound hole, inlaid celluloid guard-plate, ebony bridge, nickel-plated tail piece, \$7.50.
No. 5. Eleven rosewood strips, rosewood cap and side strips, mahogany neck, head veneered with rosewood, oval ebony finger-board, along sound hole, pearl position dots, German silver frets, beveled top, braced, imitation ivory edges, inlaid celluloid guard-plate, ebony bridge, nickel-plated tail piece, patent machine head, full French polished, \$15.00.
Guitars
No. 178. Standard model, bright reddish brown, highly flamed and polished, very fine finish and trimmings, \$5.00.
No. 309. Standard size imitation mahogany sides and back, colored front, fancy inlaid around sound hole, imitation ebony finger-board and bridge, pearl position dots, imitation mahogany neck, American make, patent head, \$6.00.
No. 1113. Standard size, fine imitation mahogany back and sides, highly polished, fancy strip down back, celluloid bound edges front and back, colored front, fancy ornamental sound hole, rosewood finger-board and bridge, position dots, imitation mahogany neck, American patent machine head, \$6.00.
No. 14. Similar to No. 1, but in concert size, \$10.00.
No. 2. Imperial guitar, rosewood, highly polished, similar to No. 1, standard size, \$12.00; concert size, \$14.00.
Violins
No. 18. Red or brown shaded, \$1.00.
No. 10. Hopf, brown varnish, polished, better quality, \$2.00.
No. 33. Conservatory model, amber color, \$1.00.
We supply fittings for Mandolins, Violins and Guitars at very reasonable prices. For Musical Goods visit the Basement.

The Toronto Daily Star Will Have a More Complete List.

T. EATON CO. LIMITED

190 YONGE ST., TORONTO

THE TORONTO WORLD

No. 83 YONGE-STREET, Toronto. Daily World, \$3 per year. Sunday World, in advance, \$2 per year. Telephone: 222, 233, 254. Private branch exchange, connecting all departments. Hamilton Office, 19 West King-street, Telephone 1217. London, England, office, F. W. Lange, Agent, 145 Fleet-street, London, E.C. THE WORLD OUTSIDE. The World can be had at the following news stands: Montreal, Windsor Hotel; Toronto, Windsor Hotel; Buffalo, Niagara Hotel; Chicago, C. F. Root, 270 E. Main-street; Rochester, W. D. Corbett; Winnipeg, Man., W. D. Corbett; St. John, N.B., Raymond & Co.

THE CORPORATIONS MUST BE MADE TO "PLAY FAIR."

The Globe takes it for granted that the Consumers' Gas Company has violated the law of 1887, in which the relations between the company and the citizens of Toronto are defined in specific language. The Globe accepts it as true that the repairs and renewal fund has been used for capital extensions, and that enormous and unnecessary additions to the works were made out of this fund, thus postponing indefinitely the creation of the special fund for reduction in the price of gas.

"Another fruitful device in the handling of the company's finances," the Globe goes on to say, "was to wipe off large sums for depreciation when frequently the condition of the company's plant did not warrant it." Adverting to the terms of the proposed settlement, the Globe takes under the new deal the company ought to be able to set aside \$50,000 a year to be used for future reductions in the price of gas. But, we are told, the value of the proposed agreement depends entirely on the attitude of the company's officers. "If they are prepared to play fair, there should be important benefits from the agreement."

This is truly a nice confession for the Liberal party to make on the eve of a general election. The people have certain specific rights under the Act of 1887. The Globe admits that the Gas Company has cheated the people out of these rights, and yet there is no remedy. The statutes passed by the Liberal government when the rights of the people are concerned are so much waste paper, because the people can only get their rights when the corporations "are prepared to play fair."

The proposed agreement to be as ineffectual as the existing one unless the Gas Company's officers "are prepared to play fair." The Globe, in these few words, has accurately described the spathy of the government in dealing with the rights of the people. The carrying out of the laws passed by the Legislature is dependent altogether upon the pleasure of the corporations. The 200,000 people living in Toronto have no prospect of getting their rights under the existing or proposed agreement with the Gas Company, unless the officers of the company "are prepared to play fair."

Surely the people of Ontario will not stand much longer this shameful subservience to corporations. How subject this subservience must be when the organ of the Liberal party openly proclaims that the laws passed by the Legislature of Ontario are enforceable only when it pleases the officers of the corporations interested to have them enforced!

The Liberal government has been so long under the spell of corporation influence that it has lost all sense of obligation towards the people. When the companies imagine their interests are in jeopardy they fly to the government and order such legislation as will protect them. Recently the gas and electric light companies prevailed upon the government to pass a law making it compulsory in municipalities to buy out existing lighting plants before establishing plants of their own. Previous to the passage of that law the municipalities could have started plants of their own without being subjected to the loss of having to buy up the worthless plants of such companies as happened to be in the business. The government has no compunction whatever in robbing the people of their vested rights when the interests of the corporations are thought to be in danger. But when the people wish to have any grievance against the corporations righted the government treats their demand as ridiculous. The people have no rights. They can only get them when the corporations "are prepared to play fair."

If ever an opportunity was presented to the Conservative party it is to-day. "We will make the corporations play fair"—if the party went to the country under such a battle-cry as that it would sweep every thing before it.

Let the Conservative party tell the people that the value of a statute or an agreement does not depend on the attitude of the corporations, but upon the honesty of the government and the representatives of the people. The Ontario government has the power in its hands to make the Consumers' Gas Company play fair. The mere intimation of the government that it would at the coming session amend the Act of 1887 so as to provide adequate machinery for enforcing the rights of the people would start the officers of the company "playing fair" in a way that would surprise the community. But it wouldn't suit Hon. Mr. Mulock, a large shareholder and legal adviser of the Consumers' Gas Company, if the officers of that concern were made to play fair and to disgorge the tens of thousands they have stolen from the people of Toronto. The corporations as a body would resent any attempt on the part of the government to make the officers of the Consumers' Gas Company play fair, and, consequently, the government does not make the attempt.

The government having admitted its

helplessness and incapacity to make the corporations play fair, Mr. Whitney has the opportunity of his life to come out boldly and champion the cause of the city of Toronto. In fighting for Toronto he will be fighting for every other municipality in the province, because they are one and all at the mercy of the predatory corporations. The people vs. the corporations is the great issue before the people to-day. The Liberal party has accepted the brief of the corporations. Let Mr. Whitney announce himself as counsel for the people, and express his determination to make the corporations play fair. If he embraces the opportunity the people will surely give him their support and place him in a position where he can carry out his promise to make the corporations "play fair."

AMERICAN COAL AND CHARCOAL IN EUROPE.

It looks as if the United States had secured a permanent market for its coal in the Mediterranean ports. The United States Consul at Marseilles reports that, during the first six months of 1901, 97,622 tons of United States coal were received at that port as against 7,730 tons for the first six months of 1900. The first six months of 1901, 457,702 tons were received from England as against 389,622 in the period of 1900. The total receipts for the year 1900 were 850,038 tons from Great Britain and 118,401 tons from the United States. Steadily increasing shipments are being made from America to the ports, and the probable result during the present year will exceed 200,000 tons. The total receipts will exceed 200,000 tons. It may be said to have passed the experimental stage. In face of the very notable decline in freight rates from Cardiff, American coal has not only succeeded in holding its own, but is increasing its local importance, thus tending to disprove the idea that its sale could be undertaken only during the prevalence of abnormal conditions in Great Britain. The freight charges are steadily decreasing. A little over a year ago the rate was \$4.25 per ton, while, at the present time, \$2.51 is a fair average. Last year the rate from Cardiff ranged about \$2.55. If it is possible for the United States shippers to send coal to the Mediterranean, there ought to be money in the business for the Nova Scotia coal owners. It is not at all unlikely that an immense trade in coal will yet be developed between Canada and the South of Europe. The conditions for such a trade are eminently favorable.

The United States consul also reports on the charcoal trade of Southern Europe and the charcoal trade of Southern Europe. The consul reports that the charcoal trade of Southern Europe and the charcoal trade of Southern Europe. The consul reports that the charcoal trade of Southern Europe and the charcoal trade of Southern Europe.

As was to be expected, the Turkish government, in its anxiety to secure the maintenance of the Berlin Treaty of 1878, which is but a confirmation of the compact of 1841 and 1857, has turned the great powers, to the effect that none but Turkish war vessels should be allowed to pass the Dardanelles. The maintenance of the status quo is a significant bit of news.

Mr. Michael Hicks-Beach is pessimistic, like almost every other financial manager, in his opinion of the future of the pound. He provides the shrews of war is more trouble than it is worth. The expenditure of money is easier than getting it. Great men will borrow money as readily as they can, but they will not spend it as readily as they can. When the necessity arises the man will be found to have it.

John von Konstantin, the celebrated Russian priest, has worked a miracle. It is said, a woman whose limbs were paralyzed was able to walk, after being told to expect to remain paralyzed for years. This is a point ahead of Christian Scientists, who only claim to heal diseases.

The British government is said to have ordered the withdrawal of the soldiers in South Africa. This is enough to give each soldier four hatches. A new style of campaign must surely be contemplated. It can be that Carrie Nation's method of "hacking" is in vogue.

Russia is beginning to throw bricks at Great Britain, and to dictate what John Bull must do to obtain "trifling" relations with the Czar's government. Russia is coolly blamed for keeping her eye on Russian movements and for thwarting the efforts of the British in the East. In other words, Britain is asked to sacrifice her own interests and let Russia do just as she pleases. Religious will probably have to remain about as they are for a while longer.

Dr. Maguire's version of the Butler heliograph to White, at Ladysmith is more than a mere matter of probability, and there is nothing to show that surrender was advised. On the contrary, it is just about the reverse of what actually happened. The Heligoland affair is a case in point. The Heligoland affair is a case in point.

Chatham Planet: The Banner-News is a more creditable paper, and were it not for our excessive modesty, we would point out that, with but one exception, it now holds the premier position among the daily papers of the West.

The Planet editor is doubtless speaking as a citizen, and not as a politician. In the above, the manufacturer of the country of the County of Kent was consulted.

THE OUTLOOK ON WALL STREET. THE BULL SIDE OF IT. Those who look for an early bull movement on Wall-street base their predictions on the following among other arguments: (1) That the panic has passed and that the summer and early fall to be the real time to come when the government is re-organizing the treasury by purchasing bonds from the public; (2) That the price of securities in general are already high; (2) That these prices in many cases represent the full values of securities at present dividend rates; (3) That further advances rest upon a probability of extension in the existing prosperity of the country; (4) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (5) That the railroads are doing a record volume of business at record prices; (6) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (6) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (7) That these prices in many cases represent the full values of securities at present dividend rates; (8) That further advances rest upon a probability of extension in the existing prosperity of the country; (9) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (10) That the railroads are doing a record volume of business at record prices; (11) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (12) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (13) That these prices in many cases represent the full values of securities at present dividend rates; (14) That further advances rest upon a probability of extension in the existing prosperity of the country; (15) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (16) That the railroads are doing a record volume of business at record prices; (17) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (18) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (19) That these prices in many cases represent the full values of securities at present dividend rates; (20) That further advances rest upon a probability of extension in the existing prosperity of the country; (21) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (22) That the railroads are doing a record volume of business at record prices; (23) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (24) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (25) That these prices in many cases represent the full values of securities at present dividend rates; (26) That further advances rest upon a probability of extension in the existing prosperity of the country; (27) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (28) That the railroads are doing a record volume of business at record prices; (29) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (30) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (31) That these prices in many cases represent the full values of securities at present dividend rates; (32) That further advances rest upon a probability of extension in the existing prosperity of the country; (33) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (34) That the railroads are doing a record volume of business at record prices; (35) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (36) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (37) That these prices in many cases represent the full values of securities at present dividend rates; (38) That further advances rest upon a probability of extension in the existing prosperity of the country; (39) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (40) That the railroads are doing a record volume of business at record prices; (41) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (42) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (43) That these prices in many cases represent the full values of securities at present dividend rates; (44) That further advances rest upon a probability of extension in the existing prosperity of the country; (45) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (46) That the railroads are doing a record volume of business at record prices; (47) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (48) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (49) That these prices in many cases represent the full values of securities at present dividend rates; (50) That further advances rest upon a probability of extension in the existing prosperity of the country; (51) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (52) That the railroads are doing a record volume of business at record prices; (53) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (54) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (55) That these prices in many cases represent the full values of securities at present dividend rates; (56) That further advances rest upon a probability of extension in the existing prosperity of the country; (57) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (58) That the railroads are doing a record volume of business at record prices; (59) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (60) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (61) That these prices in many cases represent the full values of securities at present dividend rates; (62) That further advances rest upon a probability of extension in the existing prosperity of the country; (63) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (64) That the railroads are doing a record volume of business at record prices; (65) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (66) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (67) That these prices in many cases represent the full values of securities at present dividend rates; (68) That further advances rest upon a probability of extension in the existing prosperity of the country; (69) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (70) That the railroads are doing a record volume of business at record prices; (71) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (72) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (73) That these prices in many cases represent the full values of securities at present dividend rates; (74) That further advances rest upon a probability of extension in the existing prosperity of the country; (75) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (76) That the railroads are doing a record volume of business at record prices; (77) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (78) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (79) That these prices in many cases represent the full values of securities at present dividend rates; (80) That further advances rest upon a probability of extension in the existing prosperity of the country; (81) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (82) That the railroads are doing a record volume of business at record prices; (83) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (84) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (85) That these prices in many cases represent the full values of securities at present dividend rates; (86) That further advances rest upon a probability of extension in the existing prosperity of the country; (87) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (88) That the railroads are doing a record volume of business at record prices; (89) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (90) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (91) That these prices in many cases represent the full values of securities at present dividend rates; (92) That further advances rest upon a probability of extension in the existing prosperity of the country; (93) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (94) That the railroads are doing a record volume of business at record prices; (95) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (96) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (97) That these prices in many cases represent the full values of securities at present dividend rates; (98) That further advances rest upon a probability of extension in the existing prosperity of the country; (99) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (100) That the railroads are doing a record volume of business at record prices; (101) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (102) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (103) That these prices in many cases represent the full values of securities at present dividend rates; (104) That further advances rest upon a probability of extension in the existing prosperity of the country; (105) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (106) That the railroads are doing a record volume of business at record prices; (107) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (108) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (109) That these prices in many cases represent the full values of securities at present dividend rates; (110) That further advances rest upon a probability of extension in the existing prosperity of the country; (111) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (112) That the railroads are doing a record volume of business at record prices; (113) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (114) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (115) That these prices in many cases represent the full values of securities at present dividend rates; (116) That further advances rest upon a probability of extension in the existing prosperity of the country; (117) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (118) That the railroads are doing a record volume of business at record prices; (119) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (120) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (121) That these prices in many cases represent the full values of securities at present dividend rates; (122) That further advances rest upon a probability of extension in the existing prosperity of the country; (123) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (124) That the railroads are doing a record volume of business at record prices; (125) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (126) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (127) That these prices in many cases represent the full values of securities at present dividend rates; (128) That further advances rest upon a probability of extension in the existing prosperity of the country; (129) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (130) That the railroads are doing a record volume of business at record prices; (131) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (132) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (133) That these prices in many cases represent the full values of securities at present dividend rates; (134) That further advances rest upon a probability of extension in the existing prosperity of the country; (135) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (136) That the railroads are doing a record volume of business at record prices; (137) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (138) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (139) That these prices in many cases represent the full values of securities at present dividend rates; (140) That further advances rest upon a probability of extension in the existing prosperity of the country; (141) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (142) That the railroads are doing a record volume of business at record prices; (143) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (144) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (145) That these prices in many cases represent the full values of securities at present dividend rates; (146) That further advances rest upon a probability of extension in the existing prosperity of the country; (147) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (148) That the railroads are doing a record volume of business at record prices; (149) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (150) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (151) That these prices in many cases represent the full values of securities at present dividend rates; (152) That further advances rest upon a probability of extension in the existing prosperity of the country; (153) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (154) That the railroads are doing a record volume of business at record prices; (155) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (156) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (157) That these prices in many cases represent the full values of securities at present dividend rates; (158) That further advances rest upon a probability of extension in the existing prosperity of the country; (159) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (160) That the railroads are doing a record volume of business at record prices; (161) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (162) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (163) That these prices in many cases represent the full values of securities at present dividend rates; (164) That further advances rest upon a probability of extension in the existing prosperity of the country; (165) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (166) That the railroads are doing a record volume of business at record prices; (167) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (168) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (169) That these prices in many cases represent the full values of securities at present dividend rates; (170) That further advances rest upon a probability of extension in the existing prosperity of the country; (171) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (172) That the railroads are doing a record volume of business at record prices; (173) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (174) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (175) That these prices in many cases represent the full values of securities at present dividend rates; (176) That further advances rest upon a probability of extension in the existing prosperity of the country; (177) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (178) That the railroads are doing a record volume of business at record prices; (179) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (180) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (181) That these prices in many cases represent the full values of securities at present dividend rates; (182) That further advances rest upon a probability of extension in the existing prosperity of the country; (183) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (184) That the railroads are doing a record volume of business at record prices; (185) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (186) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (187) That these prices in many cases represent the full values of securities at present dividend rates; (188) That further advances rest upon a probability of extension in the existing prosperity of the country; (189) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (190) That the railroads are doing a record volume of business at record prices; (191) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (192) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (193) That these prices in many cases represent the full values of securities at present dividend rates; (194) That further advances rest upon a probability of extension in the existing prosperity of the country; (195) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (196) That the railroads are doing a record volume of business at record prices; (197) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (198) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (199) That these prices in many cases represent the full values of securities at present dividend rates; (200) That further advances rest upon a probability of extension in the existing prosperity of the country; (201) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (202) That the railroads are doing a record volume of business at record prices; (203) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (204) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (205) That these prices in many cases represent the full values of securities at present dividend rates; (206) That further advances rest upon a probability of extension in the existing prosperity of the country; (207) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (208) That the railroads are doing a record volume of business at record prices; (209) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (210) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (211) That these prices in many cases represent the full values of securities at present dividend rates; (212) That further advances rest upon a probability of extension in the existing prosperity of the country; (213) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (214) That the railroads are doing a record volume of business at record prices; (215) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (216) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (217) That these prices in many cases represent the full values of securities at present dividend rates; (218) That further advances rest upon a probability of extension in the existing prosperity of the country; (219) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (220) That the railroads are doing a record volume of business at record prices; (221) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (222) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (223) That these prices in many cases represent the full values of securities at present dividend rates; (224) That further advances rest upon a probability of extension in the existing prosperity of the country; (225) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (226) That the railroads are doing a record volume of business at record prices; (227) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (228) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (229) That these prices in many cases represent the full values of securities at present dividend rates; (230) That further advances rest upon a probability of extension in the existing prosperity of the country; (231) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (232) That the railroads are doing a record volume of business at record prices; (233) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (234) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (235) That these prices in many cases represent the full values of securities at present dividend rates; (236) That further advances rest upon a probability of extension in the existing prosperity of the country; (237) That such increases in earnings over recent breaking earnings in corresponding periods of 1890 and 1900; (238) That the railroads are doing a record volume of business at record prices; (239) That the railroads have not enough cars to meet their traffic demands, and could therefore heavily increase their present enormous earnings if they had the facilities; (240) That for ten months of 1901 the bank clearings have been a deep and popular realization that prices of securities in general are already high; (241) That these prices in many cases represent the full values of securities at present dividend rates; (242) That