MANITOULIN AND NORTH SHORE RAILWAY STRONG MERITS OF UNDERTAKING URGED

A Representative Deputati on Walted on Premier Ross Yesterday and Impressed on Him the Benefits That Would Accrue to Ontario-Favorable Answer Received.

A representative deputation from Western Ontario was received by the Premier yesterday, and a strong claim was made on behalf of the Manitoulin & North Shore Railway. C. M. Bowman, M.L.A., R. E. Truax, M.L.A., and George M, Boyd, M. L.A., introduced the deputation. Among those in the deputation were: Christopher Faton, president of Board of Trade, and A. Mackay, Owen Sound; James Cleland, W. T. Moore, president Board of Trade, and Mayor J. D. Hammili, Meaford; Mayor J. D. Hammili, Meaford Mayor J. D. Hammili, Meaford; Mayor J. D. Hammili, Meaford Mayor J. D. Hammili, Meaford Mayor J. D. Hammili, Meaford; Mayor J. D. Hammili, Meafor Mayor J D Hammili, Meaford; Mayor I Silver, D Wilson, John Birnie, J Guilfoyle, J Felfis and Peleg Howland, representing the Toronto Board of Trade, and G F Marter, M L A, Toronto; Geogre M De Bus and J H Cigmons, representing the Berlin Board of Trade; E W Nesbitt, president Board of Trade, Woodstock; R S Williams, president Board of Trade, Woodstock; R S William Campbell and S A Megaw, Goderich; J G Gauld, on behalf of the City of Hamilton; Thomas Conlon, on behalf of the Thorold Board of Trade, Reeve William McGregor, D McLeod, president Board of Trade, J J Creighton and N B Zinkan, Southampton; John M Duck, on behalf of the Board of Trade, Windsor; Mayor G M McKendrick and De Wett A Martin, on behalf of the Kincardine Board of Trade.

Keen Interest Taken.

The submission of the claims was listened to with the keenest interest by the

Mr. Nesbitt: We, in the western portion of this province, an agricultural and manufacturers and and he cause we think that these people who are asking for the subsidy will build a road, and not only build a road but of necessity develop the country, and it is only by the development of the country, that we can find a sale for our manufactured goods and our natural promanufactured goods and our natural promanu

Public School Matters. Mr. Hughes, Inspector of Public Schools, net the teachers of the senior fourth

ROUGH SPOTS

Good Food Smooths Them Over,

There is possibly nothing in the world, be any, has since been paid. The present form in the control of the street of the stree

Keen Interest Taken.

The submission of the claims was listened to with the keenest interest by the Premier, for their importance seemed to have preceded the deputation, in view of the fact that many of the Boards of Trade and Municipal Councils in Western and Northern Ontario had passed resolutions urging that the subsidies asked be granted. The undertaking has been strongly endorsed by the press of Ontario.

Deputation Introduced.

Mr. Rosman: Mr. Premier, the deputation which appears before you here is in the interests of the Manitoulin & North Shore Railway. The proposed building of this railway has created very much interest in the western portion of Ontario. Without wasting any time, I will call upon Mr. Nesbitt, president of the Woodstock Board of Trade.

The West Asks for It.

Mr. Nesbitt: We, in the western portion of this propolness are aggrigatively and many.

Mr. Justice Robertson yesterday afternoon reserved judgment in the suit of W. W. Pegg of Newmarket against Mr. and Mrs. Richard Hamilton of Bradford on a net the teachers of the senior fourth
book classes yesterday afternoon with regard to arranging the classes for manual
raining. It was decided that, tho only
to recover from Annie Paxton of East

[Williamy a property which Person Gwillimbury a property, which Pegg says was deeded to her in security for a debt which, he says, has since been paid. The peremptory list for to-day is: Pegg v. Pax-

Between City and Metropolitan Railway and Bill Will Be Strongly Opposed To-Day.

City Demands Enabling Legislation Only, Not to Become Effective Until Agreement is Made.

character only be granted to the company. taking this line of action will be that the city has had no time to discuss the question with its officials. A feature of the meeting. "If in the opinion

"I have the honor to acknowledge the receipt last evening about 7 o'clock of your letter, written by direction of the Board or Control. I was not able to communicate with the Metropolitan Railway authoraties until 20 minutes to 9, and they were ready about 9 to meet the Board of Control and submit their proposals for discussion by the Board of Control. It was understood clearly from your letter that a meeting of the board was to be held last evening, but on inquiry later I found that there was apparently no intention of holding such meeting, and the board was not to meet until 2 o'clock to-day. I have been engaged, like yourself, during the whole morning at the Parliament Buildings, but now enclose to you suggestions for clauses to be added to the Metropolitan Railway bill now before

to the bill were:

1. The Metropolitan Railway Company Board of Control and that I stated to your shall connect its tracks with the tracks of Mr. Moyes when he came to see me that I 2. The company shall run its freight cars south of the present southern terminus on its tracks on such streets of the city as shall be designated by the City Engineer.

3. The company shall run its freight cars tracks on such streets of the city as shall be designated by the City Engineer.

manufactured goods and our natural products, and we, in the western penalosula, certainly have any quantity of them.

Board of Trade Favors.

Mr. J. F. Ellis (Toronto Board of Trade):

The Board of Trade is heartly in sympathy with the development of New Ontario, and we will be a pity to let it go by. We support this project and passed the resolution and are in strong favor of the government granting the subsidy, and the land gramt per mile as and we want that; the western part of the province reculres that; and if in the index.

New Ontario is very desirable for the down that you do less that a pity to let with the country to the country at large. It would be a pity to lose the chance is now here for the country, as a whole, to grasp, and it would be a pity to let it go by. We support this project and passed the resolution and are in strong favor of the Government granting the subsidy, and the land gramt per mile as asked for.

A Good Point.

New Ontario is very desirable for the country at large. It would be a pity to let the country to street cousideration.

4. The City Engineer.

4.

Capital is Good Health

"A little rain lays much dust." A little finish covers much shoddy, in

"As good inside the finish as it looks outside," is pledged by the Makers' price on the sole of—

"The Slater Shoe"

Goodyear Welted.

Montreal 89 King St. W. Agencies in every other city and town

meeting was the reading of some very in teresting correspondence.

The Correspondence.

The following self-explanatory letter from Mr. Walter Barwick to the Corporation

Mr. Walter Barwick to the Corporation

"If in the opinion of the Board of troi there are any unfair clauses in the company's proposition, or if the Board of Control desire to suggest any reasonable change, we would be glad to meet them with a view to effecting an immediate arrangement."

Mr. Fullerton's Reply.

the Metropolitan Railway bill now before the House, and at 2 o'clock Mr. Warren and I will appear before the board prepared to discuss the suggestions."

"You omit to state in your letter that the hour at which you saw me at the Parliament Buildings was a quarter to 10 at

liver freight within the city at such other points only as may be designated by the City Engineer.

4. The City Engineer shall within—days after application to him by the company designate the street or streets on which the company shall run lies freight.

"Within five minutes of the receipt of your letter to-day every member of the Board of Control was in attenuance at the City Hall building, for the purpose of giving your letter consideration.

"Your letter is evidently written for the "Within five minutes of the receipt of your letter to-day every member of the Board of Control was in attenuance at the City Hall building, for the purpose of giving your letter consideration.

"Your letter to-day every member of the receipt of your letter to-day every member of the receipt of your letter to-day every member of the source of the receipt of your letter to-day every member of the source of the receipt of your letter to-day every member of the source of the receipt of your letter to-day every member of the source of the source of the source of the your letter to-day every member of the source o

or foot and ventual traffic from an immense and populous territory.

"Before it can be decided that it is necessary to surrender this street and other streets in the interior of the city to freight traffic, it would certainly be proper and indispensable that the subject should be referred to a qualified engineer to report whether the westblitty of outst to the When Energy is Lacking, When the
Brain Gets Tired and the Nerves
Brain Gets Tired and the Nerves
Should be made for the foot and vehicular

Brain Gets Tired and the Nerves
Should be made for the foot and vehicular

Two firemen were killed at a fire in the foot and vehicular locality, and route, and, if so, what conditions should be made for the foot and vehicular

"STRONGEST IN THE WORLD."

The Equitable Life Assurance Society Of the United States.

Outstanding Assurance, Dec.

New Assurance Issued in 1900 207,086,243.00 Income in 1900 Assets Dec. 31, 1900 . . Assurance Fund and all other Liabilities.

Surplus Paid Policyholders in 1900

31st, 1900 \$1,116,875,047.00 58,007,130.98 304,598,063.49

> 238,460,893.48 66,137,170.01 25,965,999.30

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Supplies where the street is a street of the street is designed by the the street is designe

YE OLD FIRM OF HEINTZMAN & CO. -Big Bargains -and

Particulars of these that are worth looking into. Pianos that are not new but are practically as good as new-put in first-class condition by our workmen before offered for sale. See how little the prices and how easy the terms:

—Stoddard Square Piano, 7 octaves, good for practice.
Original price \$275, our special price \$65—\$6 cash and \$4 a month.

—Hallett, Davis & Co. Square Piano, 7 octaves, in good condition. Original price \$300, our special price \$85—\$6 cash and \$4 a month. \$6 cash and \$4 a month.

—Fox Square Piano, in good condition. Original price \$325, our special price \$90—\$7 cash and \$4 a month.

—Heintzman & Co. Square Piano, in good condition. Regularly sold at \$350, our special price \$150—\$10 cash and \$5 a month.

—Chickering & Son Square Piano, a great bargain. Original price \$650, our special price \$175—\$10 cash and \$5 a month.

—Jennys & Co., New York, Square Piano, carved legs and lyre, 7 1-3 octaves. Original price \$350, our special price \$150—\$8 cash and \$4 a month.

—Billings & Wheelock Square Piano. Original price \$350, our special price \$165—\$10 cash and \$5 a month.

—Heintzman & Co. Upright Piano, 7 octaves. Original price \$450, our special price \$225—\$10 cash and \$7 a month.

—Heintzman & Co. Upright Piano, one of our beautiful style 18. Original price \$475, our special price \$275—10 cash and \$7 a month.

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