

DISCUSS AGE PENSION SCHEME

Committee Will be Appointed to Secure Information.

Mr. Pringle Brings Subject Before the Commons.

Mr. Emerson's Motion in Favor of Intercolonial Extension.

Ottawa, Feb. 3.—The House agreed today to the appointment of a select committee of nine to inquire into a scheme, by State aid or otherwise, for making provision for aged and deserving poor. This step was taken on motion of Mr. Pringle, who made an able presentation of the case for old-age pensions. Sir Wilfrid Laurier expressed his hearty sympathy with the movement but pointed out that there was ample room for differences of opinion as to the particular system which should be adopted. Though not prepared to commit themselves to any definite scheme, the Government were willing that a committee should be appointed to obtain information. Mr. Foster doubted whether there was any urgent need in Canada for a State-aided pension scheme, and Mr. Fielding showed that on the basis of the last census and figuring on a pension to each person above the age of 65 of three dollars a week, it would cost the country over \$40,000,000 to carry out a universal pension scheme. Mr. Emerson, in a speech which elicited many compliments, moved a resolution in favor of the intercolonial taking over, by lease or otherwise, of the lines which now connected with it. The project was approved by Messrs. Telford, Logan and Fowler, and the debate had not concluded when the House adjourned.

Before the orders of the day were called Mr. Bennett rose to complain of a paragraph in the Globe of Saturday last, which alluded to his connection with the proceedings in the Public Accounts Committee on Friday in respect to the investigation of certain dredging contracts at Penetang and Matchedash Bay.

The National Transcontinental.

In reply to Mr. Foster, Sir Wilfrid Laurier said that approximately 1,800 miles of the National Transcontinental Railway, between Montreal and Winnipeg, have been located. About four miles remain to be located between those points. There are 850 miles now under contract for construction. During the present year it is the intention to let contracts for 138 miles in district "A," 52 miles in district "B," 100 miles in district "D," and 75 miles in district "E." It is estimated the obligations already entered into on account of the construction of the road amount to about \$38,000,000. Disbursements to January 28 on account of the National Transcontinental were \$21,264,364.

Mr. Sproule was told by Hon. Mr. Fielding that the bonds of the Quebec Bridge Company, guaranteed by the Government, have not been sold.

Mr. Ames was told by Hon. Mr. Oliver that last year timber licenses in the west were re-issued for 1,800 square miles, and new licenses were issued for 68 square miles.

Mr. McCarthy of Calgary was told by Sir Wilfrid Laurier that the Canadian Government has been and are continuing to press for a settlement of all outstanding claims against the United States made on behalf of Canadian sealers.

Old Age Pensions.

Mr. Pringle (Stormont), in moving his resolution providing for the appointment of a select committee of nine to consider a method of making provision for aged and deserving poor, either by State aid or otherwise, noted that the subject had been frequently brought up in Parliament, but as yet with no tangible results. In Great Britain the question had now reached a point where the Government were prepared to take practical action, and a Government bill providing for old-age pensions was now before the Imperial Parliament. Going at some length into the evidence given before the Royal Commission in Denmark, England and other countries, Mr. Pringle argued that a Government pension system would not tend to pauperize certain classes of the community. The scheme of Government annuities for old age, now in the Commons of Canada, was, he thought, good so far as it went, but it did not go far enough, and made no provision for those who were unable to pay the premiums required to secure the annuities. The New Zealand act providing for old-age pensions had now been in force for nine years, and after a thorough test had proved a great success. Canada, he believed, should follow the example of her progressive sister country. Discussing the various schemes proposed during recent years, Mr. Pringle declared himself in favor of the proposals recommended by the Chaplin Committee in Great Britain. In brief it provides that every man who is 65 years of age or over, and who is a British subject, shall receive a pension of from five to seven shillings per week, provided that during the preceding twenty years he had not been convicted of any criminal charge, had never been a burden on the community, was not in receipt from any source of an income of over ten shillings per week, and had endeavored with reasonable industry to make provision for himself and those dependent upon him.

As to the financing of an old-age pension scheme in this country, he declared that it would not prove nearly as costly as most people thought. The last Dominion census showed that the total population over seventy years of age was only 100,000, and of these only a small percentage would come within the purview of the scheme he advocated. There were many old men in Canada, he said, whose penury was in no wise due to their own indolence or neglect. They were perhaps innocent victims of "financial misfortune" or had fallen in the fierce race of industrial competition. The State had a right to make some provision for the old age of these men.

"What about the man," said Mr. Pringle, "who, intending to make an investment for his old age, may have put his money in the Sovereign Bank or the Ontario Bank shares, or in one of those great enterprises handled by those great masters of finance which the Royal Insurance Commission speaks of in the name of the gentlemen who can't trade, and the Canadian Bank of Commerce and a number of others, who, the Royal Commission told us, joined hands to form that beautiful syndicate that unloaded

on the people of Canada securities by which the people had taken out of their pockets \$26,000,000? This poor man may have been prudent; he may have had confidence in these high financiers; he may have been led into the belief that when he invested in Dominion Coal at 148 he would have a nice return on his investment for the rest of his days. He did not know the inside workings; he did not know there was a pool, as was shown by the Royal Commission, consisting of bankers, brokers and other financial men, to unload these stocks upon an unsuspecting public at a very high price, and afterwards to put them down to the lowest price and get them back for whatever they like to offer. I say it is high time there was some plain talk in regard to this high financing."

Mr. Claude Macdonell cordially supported the motion.

Mr. Logan was convinced that there was no question before the country which should appeal more to the sympathy and judgment of the members than that scheme to give a pension to the deserving and aged poor.

Mr. Smith (Nanaimo) said it was unnecessary to debate the principle of old-age pensions or the resolution, but in his opinion, after a careful study of all the systems proposed, no system would be satisfactory which was not universal, that did not include every person.

Mr. W. F. Maclean—Would you include women?

Mr. Smith—Of course. Women have to live just as men have.

Mr. Macdonell—Would you include the wealthy?

Mr. Smith—And the wealthy, too. General Booth's was a universal scheme; it was only when they began to discriminate between this and the other class that he suggested the appointment of a royal commission to look into the whole question. Mr. Smith detailed what would be the most suitable system for Canada. He believed that 65 per cent. of the wage earners of Canada, men with wives and families, were not able at the age of 65, under the prevailing industrial conditions, to earn sufficient to keep them for the rest of their lives.

The Premier's View.

Sir Wilfrid Laurier congratulated Mr. Pringle on the way in which he had presented the question, and corrected the statement that he had spoken adversely to the Trades and Labor Congress delegation on the subject. He did not hesitate to tell the labor delegates that he saw very serious difficulties, but that so far as he was concerned he was disposed to approach the subject with an absolutely open mind. That was the spirit in which the Government spoke on the question. He agreed with Mr. Pringle that if relief was to be given it should be given, not as a charity, but in a manner which would preserve the self-respect of the recipient. The discussion, however, showed that there was a very large scope for differences of opinion. For his part he did not know that he was prepared to favor a universal scheme, such as Mr. Smith had advocated. His own personal opinion was rather that the State should only go to the aid of those who had not been able, through different circumstances, to accumulate anything for their old age. It appeared to him that that was a system which would carry more weight than a universal system.

A very serious and difficult question was whether or not there would be a contribution to the pension fund by the intended participants. There was much to be said in favor of the view that no contributions should be made, but that such a system might be an incentive to slovenliness and want of diligence. "I have heard no serious answer to that objection, save that under the present scale of wages it would not be possible for any man obliged to earn his living as a working man to pay by anything to make him able to contribute to the fund. These considerations showed that there was room for diligent inquiry, and without committing themselves to any scheme, the Government proposed to accept the resolution, and to provide for the appointment of a committee, whose business and duty it would be to look into the matter and obtain the fullest information."

Mr. Foster said he had carefully studied the systems in operation in other countries, but he had not come to the conclusion that there was yet in Canada a real necessity for the introduction of an old-age pension scheme. He doubted whether a committee would have the time this session necessary to carry out the very thorough investigation which the subject required. At present there was a pretty large and a pretty effective machinery working towards the relief of poverty.

Mr. L. Torrey agreed with Mr. Foster that it was doubtful whether at present there was any very urgent need in Canada for an old-age pension scheme.

Mr. Fielding expressed sympathy with the resolution. Those who might not be willing to go as far as once as some members would concur in the view that the question of old-age pensions was eminently a proper subject for immediate consideration and careful inquiry. He invited the House, however, to take a passing glimpse at the financial side of the question. The last decennial census in Canada showed that there were about 270,000 people of the age of 65 and upwards. He took the age of 65 as that at which possibly a well-devised scheme might begin, and thought it would be admitted that what would be a decent means of existence in the old world would probably not be a decent means of existence under the conditions which

Nerves Wrong, Everything Wrong

Sleeplessness. Sick headaches. Nervous indigestion. Neuralgic and sciatic pains. Weakness of bodily organs. Nervousness and irritability. Tendency to worry and anxiety. Sensitiveness to light and sound. Discouragement, despondency and dread of the future. These tell of exhausted nerves and point to the approach of prostration, paralysis or locomotor ataxia. It is so easy to neglect diseases of the nerves, but they never right themselves. The system must be strengthened, built up and revitalized by such treatment as Dr. A. W. Chase's Nerve Food, the greatest of nerve restoratives, 50 cents, at all dealers, or Edmondson, Bates & Co., Toronto. Ask your druggist for Dr. Chase's 1908 Almanac.

Mrs. G. W. Powers, 50 Terrace Hill, Bradford, Ont., states: "When I began the use of Dr. Chase's Nerve Food I was suffering almost constantly from nervous headaches and could hardly get a night's rest. I frequently felt tired and languid and my nerves were very unsteady. By the time that I had used three boxes of this medicine the headaches were entirely gone, I could sleep without any difficulty, my nervous system was strengthened and I felt one hundred per cent. better."

Fun for Times Readers

Overdid It.
Hospital physician (to reassure him)—That snake you see is not a real one, you know.
Delirium tremens patient—You see it, too, do you, doc? Ah, ha!

Where the Blow Fell.
Stranger—Has the prohibition law had any decided effect upon the interior of Georgia, Colonel?
Col. Cateh—No, suh. The disturbing effect, suh, is not in the interior of the State, suh, but in the interior of the citizen thereof, suh.—Chicago Journal.

Too Inflammable.
"Hiram" asked Mrs. Meddars, "you don't think there's any danger in wearing these celluloid combs, do you?"
"There would be all kinds of danger in it for you, Alvirra," said Mrs. Meddars. "Your hair is too red."

At which simple remark, much to Hiram's astonishment, she flamed out.

For Satisfactory Reasons.
"You ought to be trying to earn your own living," suggested Mrs. Goodsole. "Why aren't you?"
"That's arskin' a personal question, mum," answered Tufford Knait, pouring his coffee into the saucer and blowing on it.

"I know it. This is a personal matter. Why aren't you?"
"For the reason, mum," he said, tacking the plate of fresh doughnuts, "at I don't have to."

By Its Works.
New reporter (handing in his copy)—There seems to be something the matter with that typewriting machine.
City editor (reading the manuscript)—Yes; it seems to need some other man to operate it.

Knew It Like a Book.
Night school teacher—I don't suppose, of course, that any of you boys are familiar with Virgil.
Shaggy-haired pupil—I ort to be, ma'am. It's about six miles from Spoon River. I was born there.

Advertising.
On a gravestone in a Harlesden undertaker's shop appears the notice: "You may telephone from here."—London Daily Mail.

Echoes of the Past.
Wagner was writing the music of the future.
"I intend to produce something," he

prevalent in Canada, where the standard of living for the mass of the people was somewhat higher, and where many of the commodities were somewhat more expensive than in Europe. He thought it would be well to see how much it would cost to say that about three dollars a week, or \$150 a year, was about as low a figure as they could reasonably establish. Anything less than that would mean a descent of the man of the evening of life. Therefore, if they assumed that there were 270,000 people of and above the age of 65 in Canada, and that \$150 was as low a pension as one would care to offer, they found that to carry out a system, including all persons above the age of 65, the cost on the basis of the last census would be \$40,000,000. As their total taxation a few years ago was only \$40,000,000 and was now, roughly, \$65,000,000 to \$68,000,000, it would be seen that the proposal, from a financial point of view, was a very grave and serious one. Of course, it might be said that all would not need a pension, and all would not receive it, but without coming to a conclusion on the point he was inclined to think that a pension scheme to be a good one should be universal. The moment they began to make distinction they put upon the pension that stamp of charity which is so repulsive and objectionable to many people. If it was a matter of right, then it belonged to every person who had reached the required age. It was well to realize that the carrying out of the pension scheme would involve an additional addition to the taxation of the country.

The resolution was carried.

Extending the Intercolonial.
Hon. H. R. Emerson moved "that in the opinion of the House it is desirable, in the furtherance of the transportation interests of Canada, that the sphere of influence of the intercolonial and Government-operated railway, should be extended by securing, by lease or otherwise, such branch lines now connecting with the intercolonial as will provide direct and profitable traffic to the industrial centres of western Canada to the great lakes by building or securing facilities westward, with a view to stimulating intercolonial and interprovincial trade and to facilitate the important export trade of the Dominion through Canadian channels."

In speaking to his motion Mr. Emerson discussed the reasons for a construction of the intercolonial as a part of the confederation compact, and its location as a defensive rather than as a commercial enterprise. The rates were necessarily low, and if they had been as high as those charged by other roads the intercolonial would have been had been of great benefit to the manufacturers and merchants of Upper Canada, who had through its cheap rates found a great market in the Eastern Provinces. Because the Government were behind the intercolonial was no reason why there should be lack of enterprise in it. A private corporation would not hesitate to extend such a road and equip it so that it could reach out for traffic.

The Government in the past had built and aided the building of branches. He was therefore not advocating a new principle. His proposal was a business proposition. If the intercolonial was owned by a corporation every branch line and feeder would be acquired. The Canadian Pacific and the Grand Trunk showed this. If the C. P. R. were ever granted the joint user rights they had applied for over the intercolonial it would be found that almost in a night the C. P. R. would acquire the independent branches now connecting with the intercolonial. The intercolonial would then find itself denuded of the great freight and passenger traffic which now flowed to the intercolonial. The C. P. R. trains would handle the business. He showed that the Dominion, the Provinces and the municipalities had contributed to some twenty-five private-owned railways in the Maritime Provinces and Quebec subsidies to the

said, "that will go thundering down the ages."
How well he succeeded let the ages bear witness.

Its Only Lack.
Nevada man—I tell you, sir, nature has done a great deal for this State.
Tourist (from the east)—Why, yes. All you need is to get a few people to come and live here.

Uncle Allen.
"Gollath wielded a big stick, all right," quoth Uncle Allen Sparks, during an interval in the conversation. "What put the everlasting kibosh on him was that he didn't know how to speak softly."

Try Limburger.
Onions are said to cure lots of diseases, but what will cure onions?—Baltimore Sun.

The Doctor.—I well remember what a severe wrench it gave me to accept the theory of evolution.
The Professor—Monkey wrench?—Chicago Tribune.

Household Hints.
If a carpet is dull it may be made brighter by turning an electric light on it.
A smoky stove may be remedied by not building a fire in it.
There is nothing that looks worse than dingy wall paper. This may be overcome by taking the paper off the wall.—Chicago Journal.

Not Worrying.
Guest—Scientists claim that in a million years this earth will be a mass of ice.
Proprietor Summer Hotel—Oh, well, I'll be out of the summer hotel business by that time, I hope.

The More the Better.
It's nice to have some small money, just for a change.—Philadelphia Bulletin.

Like Ships That Pass.
"I spoke to your father to-day."
"Did you? What did he say?"
"Same as I did."
"The same as you did?"
"Yep. 'Howdy-do.'"—Houston Post.

Mr. Goodie.—My boy, you'd never hear me use language like that!
The Kid—I bet you don't. Why, it took me five years to learn all dem words.—The Sketch.

amount of \$12,000,514, and argued that therefore the country had an interest to see that these railways were properly developed. He claimed that his motion would not involve any burden on the taxpayer. He believed the intercolonial should secure the lines in question, and that they were serving communities that were susceptible of immense development.

Mr. Telford briefly seconded the motion. He thought the project, if carried out, would be of great service in the Georgian Bay district, and would lead to an immense increase in tariff.

Mr. Logan, in supporting the resolution, pointed out that the intercolonial was not merely a railway for the Maritime Provinces. As a rate regulator it was of great benefit both to Ontario and Quebec.

Mr. G. W. Foster congratulated Mr. Emerson on his speech, and expressed his approval of the resolution. The debate was adjourned.

The House adjourned at 11 o'clock.

Nose Colds

Simple Cure Has Been Discovered.

Few escape a cold this weather, but alas! many colds run into catarrh. Neglected catarrh is the straight gateway to consumption.

So look out now—use "Catarrhose" and be cured. Catarrhose is a germ-killer—destroys the microbes that cause catarrh. Then it heals and soothes.

This relieves the cough, gives throat and lungs a chance to cleanse the nostrils, clears out the phlegm. You feel better in an hour.

In a day you're greatly relieved, and on goes the curing of Catarrhose till you're well.

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Complete two months' treatment for \$1.00, guaranteed. Sample (trial) size, 25c. All dealers, or N. C. Polson & Co., Hartford, Conn., U. S. A., and Kingston, Ont.

NEW SOO LINE STOCK

Being Bought Up by Canadian Pacific.

New York, Feb. 3.—The third installment of 20 per cent, amounting to \$840,000, on subscriptions to the new stock of the Minneapolis, St. Paul & Sault Ste. Marie Railway, was met by subscribers to-day. In July last the stockholders authorized an increase in the capital stock from \$21,000,000 to \$42,000,000.

Only \$4,200,000 is to be issued for the present. The payments in installments of 20 per cent, began on October 31, 1907. The new stock is being issued in the same proportion as the old—two shares of common to every one of preferred. The Canadian Pacific, which owns 51 per cent, of the Soo line stock, is buying the new issue.

Old Electrician Shocked to Death.
Buffalo, Feb. 3.—Josiah Davis, said to be a brother of State Electrician Davis, was electrocuted to-night at the top of a 35-foot electric light pole, where he had climbed to adjust a lamp. Davis had worked in the electrical business in Buffalo for 30 years, and strung the first telephone wires in the city in 1876.

Drops Dead After Mother's Funeral.
Maxwell, Feb. 3.—Dr. Park, an old resident of this township, dropped dead on Sunday morning. He had lately removed to Strongsville, Nask, but was summoned home to attend the funeral of his mother, who died last week. He leaves a wife and child.

North Toronto wants legislation to pay off its deficit without appealing to the ratepayers.

MURDER CHARGED.

JAMES HARTWICK OF COBBLE HILL UNDER ARREST.

His Wife Was Found Dead, With Marks That Indicate Violence—The Couple Were Old Residents of Cobble Hill.

London, Ont., Feb. 3.—This afternoon James Hartwick, of Cobble Hill post office, was brought to the city by Constable Faircloth, having been arrested on the charge of killing his wife. The constable found Mrs. Hartwick lying across the bed with wounds on her body supposed to have been the result of violence. The aged couple had resided at Cobble Hill for over 25 years. Some time on Sunday when the storm was at its height the family of Mr. Day a neighbor, was surprised to see Hartwick enter their yard, and shortly after appear at their door. He was attired only in an undershirt, trousers and a pair of ragged socks. After he got warm he was urged to go home, but refused, saying: "I cannot go to bed, because there is blood in it."

No attention was paid to this, but later it was thought well to investigate, and Constable Faircloth, of Thornedale, went to the house and found Mrs. Hartwick dead on the bed, her body frightfully slashed. The old man was put under arrest and brought to this city.

FIFTEEN MEN LOST.

STEAMER ST. CUTHBERT BURNED AT SEA.

Capt. Lewis and Thirty-six Members of the Crew Rescued by the White Star Liner Cymric—Splendid Work of the Life Boat Crew.

Halifax, Feb. 3.—In the terrific gale which swept the Atlantic seaboard on Sunday morning the steamer St. Cuthbert, bound to New York from Antwerp, was abandoned to the flames off the coast of Nova Scotia.

Captain Lewis and thirty-six members of the crew were rescued after a thrilling and desperate battle with the mighty waves by the White Star liner Cymric, which stood by the blazing craft for nine hours. Fifteen of the crew of the St. Cuthbert, who took a desperate chance for life, were drowned in an attempt to leave the burning steamer on Sunday afternoon, the lifeboat having been swamped in the heavy seas which tossed the helpless vessel with her panicle-stricken crew.

Captain Finch, of the White Star liner, sent a brief but comprehensive wireless message covering the details of the abandonment of the St. Cuthbert, the rescue of the thirty-seven men who escaped death by fire, and the drowning of the fifteen men who courted certain death amid the furious seas.

Nine days out from Queenstown, bound to Boston, the Cymric sighted the burning steamer off the coast of Nova Scotia early this morning, completely at the mercy of the tempest and the prey of the flames.

The weather was of the worst. A tremendous gale was blowing from the west, with blinding snowfalls, accompanied by a sea that made attempts at rescue all but impossible. The plight of the men aboard the St. Cuthbert was desperate. For hours, perhaps days, they had been fighting the flames, but brave as were the stout-hearted British sailors on the Cymric, and eager as they were to go to the aid of their helpless fellows on the flame-enveloped tramp, they have launched a boat meant certain death. No boat could live in the gale and seas that were blowing this morning, and Captain Finch decided that there was nothing to do but wait and hope for the abatement of the gale and falling of the seas.

The Cymric stood by the burning steamer for nine hours, and when the fury of the storm was spent preparations were at once made to launch the lifeboat. It was a difficult task to lower the huge boat from the deck of the big liner, pitching and rolling in the seething seas. Finally, last night, it was accomplished. The boat was manned by stout-armed sailors from the Cymric, and commanded by the chief officer, who undertook the task of rescue, it pulled away, cheered by the passengers and crew of the White Star liner. It was a desperate battle with the waves, but the gallant men in the lifeboat did not flinch.

Finally, after a strenuous struggle, they reached the side of the St. Cuthbert. The boat was loaded as quickly as the conditions would permit, and it was none too quick for the men who had all but abandoned hope in the doomed steamer. Back to the Cymric the White Star line sailors drove the lifeboat, and again they sailed for the St. Cuthbert. Three perilous trips were made between the two steamers, until every living soul aboard the St. Cuthbert was rescued and landed safe on the deck of the Cymric.

But not all who manned the burning steamer escaped. On Sunday fifteen of the crew of the St. Cuthbert perished in the attempt to leave the burning vessel. Fearful death amid the flames, which apparently had baffled all the efforts of the crew, they launched a lifeboat and trusted their fate to the seas. But apparently their hopes were short-lived, for Captain Finch's terse message tells that they were drowned. The attempt, so doubt the boat was swamped in the tremendous seas.

Prediction Realized.
Syracuse, N. Y., Feb. 3.—A despatch from Herkimer to-day says: "William Whitmore, village trustee, arising from breakfast to-day, remarked: 'This storm will prove fatal to some,' and at once fell to the floor and died of heart disease."

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