The Toronto World

FOUNDED 1880.
A Morning Newspaper Published Every Day in the Year.
WORLD BUILDING, TORONTO.
Corner James and Richmond Streets.
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THURSDAY MORNING, MAY 26, 1910.

THE RAILWAY COMMISSION.

There seems to be an understanding that there is to be no interference with the three cent a mile passenger rate. Toronto and neighborhood is to get no commutation tickets—other than what the railways care to give. The railway commission will not order the same treatment for Toronto that Montreal and its vicinity gets. Mr. Graham, the minister of railways, will not afford any relief by legislation to that end. He sidetracked the proposal last session and everything now points to a deal to let the railways do as they like in regard to passenger rates.

The solicitors of the railways act as if they had such assurance, and their sneering remarks, their significant winks to one another in the presence of the railway commission on Monday and yesterday showed a lot—worst of all a contempt for the people who created them. Nor did the commission cut any great figure as the guardian of public rights. The commission got wrong on this case at its first essay and it proposes to vindicate its original mistake.

The railways, the railway commission and the minister of railways are all foul of the public and foul of fair treatment. The public can stand it longer than they can. The whole thing is about the sorriest and lamest exhibition that has been seen in these parts for many a day.

In the meantime the Canadian Pacific is paying in dividends and rights over 12 per cent. per annum; it is building up an enormous reserve; its shareholders are moving to greatly increase their distribution of profits; but the people who pay the traffic charges are treated with sneers, and the men who have the courage to go to the commission and ask for equality of treatment, run up against the meat ax.

VALUE OF COMMISSION GOVERNMENT.

It is customary to misrepresent any movement that its opponents desire to see suppressed. Consequently the idea of government by commission is declared to be all sorts of idiotic things that noobody would ever want to see.

It is undemocratic, says one. It would be no improvement on the present system, says another. It would lead to autocratic methods, says a third, and others pile up objections which are quite irrelevant.

If the form of government by commission proposed has those faults it would not be adopted. The World has not suggested any such plan.

What is required is to raise the quality of the men in the council until they are the best, and undisputably the best in the city. That can only be done by cutting off the salary payments to aldermen and relieving them of all the detail work and committee meetings which they have now to attend.

All the routine and committee work would be relegated to the five commissioners, heads of departments appointed and responsible to the council. These five men would get not less than $25,000 a year each; and stand at the head of their respective professions.

This is merely the application of ordinary corporation practice to city needs. The councilmen would be the board of directors, and their chairman would be the mayor. The commissioners would do the real work and the council would direct policies with the skilled advice at their disposal.

There would be no more politics, and there would be economy, efficiency and the enthusiastic interest of every citizen in the finest city government on the American continent.

There is no doubt that such a plan would elicit the candidature of the most excellent men in labor, commerce or the professions for the positions of councilmen. Elected by the whole city, the best would be chosen.

It was The Globe, on April 13, that said "the better the administration, and the more continuously trustworthy the administrators, the more speedily uould stagnation ensue." The Globe regards such success as the chief danger, but it is difficult to believe that ordinary people will shrink from such danger.

HOMESTEADING IN NORTH ONTARIO.

A misapprehension arising in the north country about the terms of homestead settlement has led to some criticism of the government. It is needless to say that the Ontario Government, and Hon. Frank Cochrane in particular, have the welfare of northern Ontario under special consideration.

In the first place, the country must be settled. If for no other reason than to provide traffic for the T. & N.O. Railway the townships adjoining the government road must be filled up with productive homesteaders.

In accordance with this policy, and for the sake of economy to the settlers in roads and schools, only a few townships are opened at a time, so that mutual aid will help the people to face the problems of the country with mutual encouragement.

Around Cochrane four townships have thus been opened. But settlement has not progressed to any great extent, altho for ten miles the farm allotments have been taken up. On May 20, according to notices sent out by the crown lands agent, all such allotments were liable to cancellation where settlement work had not been done. The government disclaims any désire to be harsh with settlers who make any kind of attempt to fulfil the conditions, but where nothing is done action may be taken.

The settlers, or at least those who registered claims, are objecting to the difficulties raised by the terms. They knew the conditions when they swore to their affidavits, and the conditions have not been changed. But it has been very difficult to get access to the land for want of roads, and there have been complaints that permission to use the timber on the lots was refused. This is only partially true, and it is here that the misapprehension has arisen.

The settler is required to clear two acres of land and reside for six months on his lot, before he can cut the timber. After that he can cut it all down, and do anything he likes with it, even if it be pine. Unfortunately in the townships around Cochrane there is no timber of any great value. The country was burned over some thirty years ago. Tamarac, spruce and white birch constitute the greater part of the bush.

It is a costly matter to clear it, and the impression has existed that it was not permitted to even sell it for fuel. What has been cut down has been piled and burned on the ground. Many advocate burning it as it stands before spending the labor on the worthless trees. Fire rangers are paid to prevent this, however, and the north countrymen argue that it would be better to put the money into roads than into fire ranging.

The government has just arranged to build a road from Cochrane north to the sixth concession, and then west, across the Frederickhouse, into Clute Township to lot 13, and south to the third concession, thence east to Cochrane again.

This will open up a large part of the townships and enable the settler to haul his supplies. If he has any pulp wood or fuel on his lot it will give him a chance to get it out.

The settler needs all the encouragement he can get, for the clearing of the land is a heavy handicap in the eyes of many, in comparison with the level ground, ready to plow in the west. But the north country is worth working for. It is magnificent soil. The climate is deadly for loafers, but it invites men. Those who go there to live will find a benignant government ready to encourage them, and officials like Mr. Campbell who are clever, courteous and disinterested.

ELECTRIC AUTOMATIC STEERING

Perhaps the most picturesque figure among olden time seamen was the steersman. To be able to steer a course by compass, to watch the vagaries of the wind and keep the ship on a steady helm, marked the A.B. the experienced man who went down to the sea in ships. Steam and the later triumphs of shipbuilding, rendering seagoing craft in large measure independent of wind and weather, lightened the burden of the steersman altho they in other directions increased the measure of his responsibility.

A new invention by a Scottish master mariner threatens to reduce the art of steering to still smaller dimensions. It provides for the automatic electrical control of a ship's steering gear, and is designed to return the ship without individual direction to the course from which it has been temporarily deviated. In fact the invention simply means that instead of the helmsman steering by compass, the compass itself steers the ship. Provision is made for instant disconnection should any unusual movement be required but the invention affords another proof of the wonderful possibilities which electricity holds for the service of man.

IRELAND AND BRITISH POLITICS.

One of the most interesting features of the British political position is the possible alteration in the attitude of Ireland. The last general election saw the return of a comparatively small band of independent Nationalist members, but sufficiently large to cause Mr. John Redmond to conduct his policy with particular regard to the current of Irish opinion. The conflict between the regular and independent Nationalists has much more than local importance and may, in the end, make no little difference in the course of British politics.

Associated with the Independent Nationalists are not a few Irish peers, such as Lord Dunraven, who, originally opposed to home rule in its extreme form, have since become convinced that a large and generous measure of local self-government ought to be conceded. This section also strongly support tariff reform because they believe that protection for Irish agriculture would mean a reformation of the present antiquated farming methods. Great Britain must, from the nature of things, be and remain Ireland's best and biggest market. Its fertility is a common proverb and this phase of the political situation, looking to the increase of peasant proprietorship, must greatly modify the relationship of the Irish to the British electorate.

The fact that the seven or eight kings who met in London had nothing to say to each other has been unfavorably commented upon. The reporters were standing round waiting for one king to ask another one for a match, but they were not even chummy enough for that. You see, kings are like operatic stars, and they are jealous about each other's parts. Then there is the strained feeling which always exists when seven kings are found in one deck.

In describing a wreck an evening paper last night declared that a lifeboat that had been picked up, "had affidavits with it, showing that it had not been launched." It would be interesting to know who was the notary public before whom these interesting legal documents were sealed.

Mayor Geary is to be congratulated upon the opportunity which the King's death has given him to make a tour of France. No doubt he will avoid Paris, and solace his grief in the quiet corners of Brittany or along the forest clad banks of some of the hill streams. Paris would awaken too many sad recollections of the dead monarch who was so fond of the bright metropolis. The sympathy of Toronto will go with the mayor as he seeks seclusion to recover from his sorrow.

IMPERIAL BANK OF CANADA.

In another column of this issue will be found a report of the proceedings at the thirty-fifth annual general meeting of the shareholders of the Imperial Bank of Canada. It was of a highly satisfactory character, the profits for the year ending April 30, 1910, after deducting all charges and allowances, totaling $702,508.61. This, with the balance of $599,978.26 at credit of profit and loss account, brought forward from the preceding year, made up a sum for disposal amounting to $1,302,486.87. Dividends absorbed $550,000, the annual contribution to the pension and guarantee fund was $7500 and $48,851.67 was written off bank premises and furniture account. The balance carried forward reached $696,135.20.

As against a public liability of $45,302,617.90, the bank at closing of the yearly accounts carried readily realizable assets of $23,256,097.25. This is an excellent showing, which is reflected by the fact that the reserve fund equals the paid up capital stock. For the year under review the public deposits were $41,399,889.30, an amount sufficiently testifying to popular appreciation of the sound status of the Imperial Bank.

SUCCESS IS STRENGTH.

Our strength is at the base of everything. Look after your strength. See that you get enough sleep and food that keeps you up. Vitality means power to do the day's work. Success is keeping up the supply of life to the world's market for life.

There are so many leaks to drain vitality. Not only foolish indulgences, but such things as worry, misanthropy, malevolent affections like anger and hatred. The lack of faith in God's rule and a despairing forelook, a hopelessness about the world, cut out vitality by the chunks.

Hope is itself life, and while there is life there is hope. Love and kindness are to life what spring grasses are to the flocks and herds. We best keep up life by helping other lives, as the monks of the Alps never froze while rescuing the frozen traveler.

To think on life and living issues, to mingle with other lives that are warm with generous purpose and useful with worthy plans is to keep one's self alive. Beware of the dead-and-alive loafer, for he is a slight. Keep away from discontented idlers. The club windows are full of men dead while they live.

Be thankful that you can start off your doorstep with an errand. Errands are like diamonds. In the better and higher sense, live while you live for to-morrow—you will be more likely thereby to live. Dream of dying in the harness and you put far off the day.

WHAT DID IT COST?

Editor World: The announcement that the city council are not going to continue the legal proceedings against the Street Railway Co. is very suggestive. Now that fighting the railway company to the "last ditch" is at an end, it would be interesting to know how much all this worse than useless litigation has cost the taxpayers of Toronto during the past five years, taking no account of the obstruction to the extensions and improvement of the service which the railway company have been ready to carry out, and the demoralization of the service meantime, which has been the natural result.

The last ditch has been reached a number of times in this stupid litigation, and it is the city council who have invariably been left in it, and the announcement now made that legal proceedings are at an end is a reminder of the old saying that "experience is a dear school, but fools will learn in no other."

The obstruction being now removed, we have reason to expect that the railway company will proceed with their proposed extensions and provide an ample and satisfactory service within the territorial limitations of their contract with the city, and when this is done that some arrangement with the company may be in order in the interest of all concerned for an extension of the service into the outlying districts.

D. W.

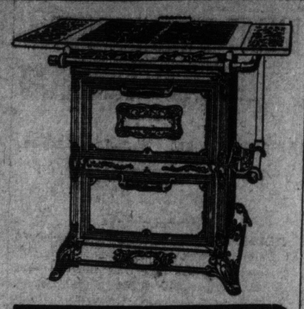
Recommended for Ordination.

The Toronto Central Disrict annual meeting of the Methodist Church will be held in Elm-street Church to-day. This meeting is to prepare all the recommendations and business matter to come before the conference relating to the district. Yesterday afternoon the ministers were in session and C. Jeff McCombe and J. C. McClelland, B.A., were passed on for ordination.

Dr. Stackhouse Off to Scotland.

Rev. Dr. W. T. Stackhouse, general secretary of the Baptist Laymen's Missionary Movement, left for Edinburgh, Scotland, yesterday. He will attend the world's missionary convention to be held there June 13 to 23.

Put 15% OF YOUR MONTHLY Meat Bill Into Your Pocket



This is actually the amount you save on meat alone. A seven-pound roast cooked in a coal stove oven, with circulated and radiated heat, loses about 30 per cent. of its weight. A seven-pound roast cooked under a direct fire in the meat oven of a Gas Range, only loses about 15 per cent. of its weight. Don't say, you cannot afford a Gas Stove! Figure up your meat bill for one year and see how many other things you could purchase on thissaving alone. It will surprise you. We have this kind of Gas Range. Purchase from us and take advantage of our free "Quarterly Inspection Service." Connections free. Cut out this ad. and return to us for valuable information.

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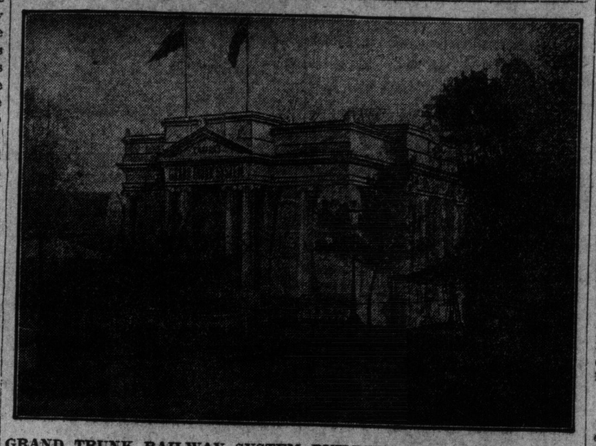

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Sciatica is the most severe pain man can suffer. The great sciatic nerve is deeply placed and you can reach it only by a pain remedy as penetrating and powerful as "Nerviline." The glory of Nerviline is in its strength—in its marvellous power of penetrating deeply. In severe pains such as Sciatica and Neuralgia Nerviline demonstrates its superiority over every other remedy. Ordinary pains may be relieved by ordinary remedies. Extraordinary pains, such as Rheumatic or Sciatic, can be overcome only by a remedy as extraordinary as Nerviline. In many lands it has shown itself to be the best for little pains, best for big pains and best for all pains. Pain is no joke. When one has acute rheumatic pains, stiff joints or a stiff neck, don't experiment—seek a remedy that cures. Like lightning in rapidity, as sure as fate in its certainty of relief, Nerviline can never be surpassed for the removal of pain no matter what advance science may take. It is perfection in its line. Do not trifle with ordinary or oily liniments, use Nerviline, prove its efficiency—it's the one liniment that rubs right in to the core of the pain. A large 50c bottle will cure the aches and pains of the whole family. Trial size 25c.

AT OSGOODE HALL

ANNOUNCEMENTS.

Osgoode Hall, May 26, 1910.

Motion set down for single court for Thursday, 26th inst., at 11 a.m.:
1. Re Solicitor.

Peremptory list for divisional court for Thursday, 26th inst., at 11 a.m.:
1. Thompson v. Big Cities.
2. Davis v. Shaw.
3. Michaelsen v. Muller.
4. Rex v. Graves.
5. McKeand v. C. P. Railway.

Non-Jury Assizes.

Peremptory list for non-jury assize, Thursday, May 26, at city hall, at 10.30 a.m.:
238. Sovereign Bank v. Frost.
238. Knox v. Phillips.
239. Magee v. Keeley Mine.
241. Polak v. Brown.

Master's Chambers.

Before Cartwright, K.C., Master.

Pullen v. Jones: Jones v. Pullen.—E. J. Hearn, K.C., for plaintiff in first action and for defendants in second action. Casey Wood, for Jones, contra. Motion by Pullen to consolidate actions or to stay second action.

Judgment: Order staying second action and consolidating it with the first, and directing plaintiff in second action to set up his claim by way of counter-claim in the first action. Costs of this motion, or occasioned thereby, to be in the cause in consolidated action.

Nelson v. Steele.—W. R. Cavell for plaintiff. Motion by plaintiff in a mortgage action for leave to serve writ substitutionally. Order made.

Jebb v. Burgess.—R. C. H. Cassels for purchaser. Motion by the purchaser for a vesting order. Order made.

Webb v. St. Mary's, No. 1.—F. Aylesworth for defendants, J. C. Sherry, for plaintiff, contra. Motion for defendants to dismiss action for want of prosecution. Motion enlarged until 27th inst., peremptorily.

Borryfeldt v. Sutcliffe.—A. C. McMaster for plaintiff. Dewar (Mills & Co.), for defendants, contra. Motion by plaintiff for judgment under C.R. 603. On defendants undertaking to produce the president for cross-examination this week, and before Saturday, motion adjourned until 28th inst. peremptorily. Defendants to notify plaintiffs when president will be in town and ready for examination.

Imperial Bank v. Campbell.—McMillan (Bicknell & Co.) for plaintiffs. Motion by plaintiffs for an order for the examination of a judgment debtor before W. A. Gordon as a special examiner for that purpose. Order made.

Single Court.

Before Middleton, J.

Re Dredge Estate.—E. A. Dunbar for executors. H. Guthrie, K.C., for the widow. J. R. Meredith for the official guardian. Motion by executors to construe will of George Dredge of Nassagaweya, Halton County, who made a bequest to his sister, Harriet Wausborough, or, in the event of her death, to her daughter, and to his wife he bequeathed inter alia all his household effects, including beds and bedding, also any other chattels or personal effects he might die possessed of or interested in at time of his deceased. His sister and her daughter both died before testator, and the questions were: Did their legacy lapse and go into residuary estate, and did language used give residuary estate to testator's widow?

Judgment: Declare that Harriet Wausborough and her daughter, having died in the lifetime of the testator, the bequest to them lapsed, and passes to the widow, under the residuary bequest. Costs of all parties out of estate, those of executor and official guardian as between solicitor and client.

Divisional Court.

Before Falconbridge, C.J., Britton, J., Riddell, J.

Davis v. Shaw.—H. E. Rose, K.C., for defendant. I. F. Hellmuth, K.C., and J. H. A. Beattie (London), for plaintiff, contra. An appeal by defendant from the judgment of Sutherland, J., of 10th January, 1910. Argument of appeal adjourned until 28th inst.

Re Giles and Town of Almonte.—J. Haverson, K.C., for appellant. No one contra. An appeal by W. R. Giles from the judgment of Meredith, C.J., of 21st April, 1910, refusing to quash local option bylaw. At request of counsel, appeal stands adjourned until June sittings of court.

Wallace v. Trueman.—F. Aylesworth for plaintiff. F. McCarthy for defendants. No one for the Newcombe Piano Company or the Mulholland-Newcombe, Ltd. This was a motion by plaintiff to quash the appeal of the Newcombe Piano Company and the Mulholland-Newcombe Limited, from the order of the County Court of Essex, in chambers, of 22nd April, 1910. Order made quashing appeal, with costs.

Macdonald v. Trust & Guarantee Co.—J. Bain, K.C., and M. L. Gordon for defendants. D. B. Maclennan, K.C., for plaintiff, contra. An appeal by defendants from the judgment of Latchford, J., of 30th March, 1910. The plaintiffs sued to recover balance of moneys alleged to have been entrusted to defendants for investment, and claimed $394.40 and interest. At the trial judgment was given for executors of Sarah Bella Mooney for $250, and for plaintiff, Kenneth McLennan, for $250, with costs. Defendants' appeal therefrom argued, and judgment reserved.

Thompson v. Big Cities Realty & Agency Co.—T. Hislop for the defendants, the company. J. Montgomery for plaintiff. W. C. Mackay for defendants Drake by counter-claim. An appeal by the Big Cities Company from a judgment or order of 10th March, 1910, of Sutherland, J. The action was on four promissory notes of $300 each, made by the company to plaintiff. The company claimed that these notes were made by one Drake, then an officer in said company, for the purpose of purchasing and dealing in real estate in and about Toronto, with plaintiff, and that the company were not liable. At the trial judgment was given for plaintiff for the full amount sued for, with interest and costs of action, and struck out defendants' counter-claim, with costs. Defendants' appeal therefrom not concluded.

Writs Issued.

Albert Webb has issued a writ against John Richardson for the recovery of $1250 damages.

Action against the Grand Trunk Railway has been entered by T. H. Hassard to recover $2982 damages in connection with the transportation of stock by the company.

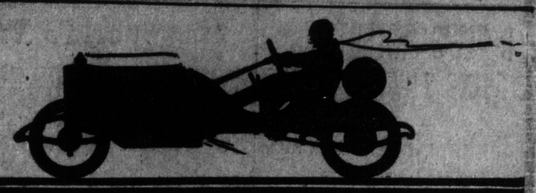
A JUBILEE LECTURESHIP

Methodists Plan to Honor Chancellor Burwash's Semi-Centennial.

To mark the jubilee of Rev. Chancellor Burwash of Victoria College, who was ordained a minister of the Methodist Church fifty years ago, the Bay of Quinte Conference has started a campaign to raise $10,000, if possible, to establish a Burwash lectureship. The question has also been taken up by the Alumni Association and it is expected that by next October the amount will be raised.

The purpose of the lectureship is to have distinguished divines give four or five lectures every year on theological subjects in the college. Chancellor Burwash is to give a series of lectures himself on theological subjects at the Bay of Quinte Conference this year.

PILES Dr. Chase's Ointment is a certain and guaranteed cure for each and every form of itching, bleeding and protruding piles. See testimonials in the press and ask your neighbors about it. You can use it and get your money back if not satisfied. 60c, at all dealers or EDMANSON, BATES & Co., Toronto.
DR. CHASE'S OINTMENT.



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The man who smokes the right kind of cigarettes, carries, in his pocket, ten aids to happiness—ten "joy rides"—the like of which neither the non-smoker nor the smoker of inferior brands can ever know.

To ensure complete enjoyment of each 15 minute joy ride that a good cigarette represents, smoke only

Tuckett's CIGARETTES

Surely the fact that Tuckett's Tobaccos and Cigars have for fifty years been giving complete satisfaction to Canadian smokers, should be sufficient guarantee of worth for this more recent product of the same factory—Tuckett's Cigarettes.

At any rate, the proof is not costly.

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TUCKETT'S "CLUB" CIGARETTES—made from an exquisite blend of Virginia leaf. 15c. a package of 10.
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TUCKETT'S "SPECIALS"—made from a mild Turkish leaf, rich in flavor and aroma. 15c. a package of 10.

Look at the *crimp* in the *zinc* of your *washboard*. Remember that is the *effective* part of it. The part that *counts*.

EDDY'S 3 IN 1 AND 2 IN 1 WASHBOARDS

are the most *improved* and *up-to-date*, because all the *good features*, in the *crimping* of the *zinc*, of all others are *combined*.

Less Labor, Easy on Clothes. *Try Them.* Also EDDY'S Fiberware Tubs, Pails, Handy Dishes, etc

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can spare a dollar or so from his weekly or monthly income. Then why not open an account in our Savings Department, where your capital is secure, and where you receive Four Per Cent. Interest on your monthly balances?

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Finest blend Java and Mocha Coffee at 45c lb. is in a class by itself.
It is a breakfast necessity.

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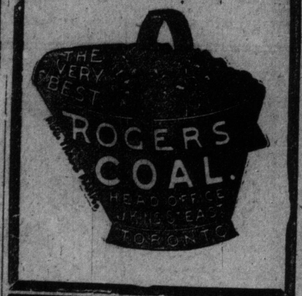

HIGH-GRADE REFINED OILS
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TORONTO'S FUTURE.

Editor World: I wish to say that if Ontario and Toronto are to hold their own as against the Grand Trunk and the Canadian Pacific and their Montreal alliances it will be necessary for us to get in touch, to create, a transcontinental system of our own with headquarters in Toronto and Ontario. Neither of the big roads will spend a dollar in Ontario that they can spend in Montreal; why not then get the Canadian Northern linked up with Toronto at the earliest moment and make this city and Ontario the centre of railway supplies, not only for that railway to the west, but to the east as well? There can be no car building in Toronto, no repairs, until the Canadian Northern can bring its lines west of Port Arthur to Sudbury and its lines east of the Ottawa to Toronto. Tho Toronto is to be the centre of this Canadian Northern system, it is not linked up to it. There remains the gap from Sudbury west to Port Arthur, and from Toronto to Ottawa; also from Parry Sound direct across to Ottawa. Let us get these completed and Toronto will see what it is to be the centre of a transcontinental system of five thousand to eight thousand miles!

If we all unite in urging a policy to this end on the Whitney government and the Laurier government we will soon see it accomplished. And the first move to this end is what was pointed out in The World the other day, such aid from the two governments as will connect Sudbury or Sellwood with Port Arthur, giving Toronto an all rail connection to the foot of the Rocky Mountains. To have such a line leading to Toronto as headquarters means thousands to our population and millions of money to this province and Toronto. But we will only get it by co-operation to that end.

A Merchant.

To Restore the Status Quo Ante.

PARIS, May 25.—Great Britain and France to-day submitted to the governments of Russia and Italy, the other two protecting powers, a proposition to invite Crete to admit Mussulman deputies to the Cretan Assembly, and thus restore the status quo prior to 1908.

According to this plan, which it is believed Russia and Italy will accept, Crete would retain its autonomy, under the suzerainty of Turkey.

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The most invigorating preparation of its kind ever introduced to help and sustain the invalid or the athlete.
W. H. LEE, Chemist, Toronto.
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MANUFACTURED BY 246
The Reinhardt Salvador Brewery, Limited., Toronto.

TWO CHILDREN BURNED TO DEATH.

COEHILL, Ont., May 25.—Despite the heroic efforts of Tom Moore to save his children from a blazing farmhouse at 7 o'clock this morning, his little girl was burned to death and his infant child fatally injured.

Child Killed by Train.

BLYTH, May 25.—As a train was passing Thomas Little's farm, in Hullett Township, Mr. Little's two-year-old child wandered on the track, where it was struck and instantly killed.

ALMOST LYNCHED

It happened to a local druggist, that sold a cheap acid corn salve instead of the reliable Putnam's Corn Extractor. Substitutes burn the flesh—Putnam's cures the corn. Use only the best—"Putnam's."