

TWENTY-FOUR  
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EIGHT PAGES—MONDAY MORNING JANUARY 19 1903—EIGHT PAGES

ONE CENT

# "CANADA SHOULD NOT SUBSIDIZE GRAND TRUNK PACIFIC"

—JAMES J. HILL, President of the Great Northern Railway.

Interviewed in Interests of the Canadian Public, Canadian-Born Railway Giant Declares That a Railway That Requires a Government Subsidy to Build is Not Required By the Country—Let Canada Go Into the Scheme as a Purely Commercial Investment, Receiving Ample Security in First Mortgage Bonds for Every Dollar of Aid Advanced.

## SUBSIDY GRANTING A THING OF THE PAST RAILWAY BUILDING NOW PURE BUSINESS

WHAT MR. HILL SAID.

The time has passed in the affairs of Canada when it is necessary for the government to subsidize a railroad. This is the age when projects of this character are carried out for practical reasons, because the development of the country warrants it, and primarily because the investments can be profitably made.

If Canada contributes aid today to another transcontinental railroad, either in money or land grant, the government should receive bonds of the corporation or other full and complete security for the investment. In other words, it should become a purely business transaction with no gift enterprise attached.

A railroad that requires a government subsidy in Canada today before it can be constructed is not required by the country nor warranted by the business that will be naturally tributary to it.

It is my judgment that another transcontinental railroad cannot be profitably built across Canada for the present. If business conditions demanded such a project there is idle capital sufficient in Canada and the States now that would be seeking that channel for investment without subsidy considerations. In truth, the practical railroad world today realizes, in my estimation, that a government subsidy is not a good thing for a transportation venture, which is based wholly upon business considerations. Government aid is usually tainted with such conditions that the value of the grant is more than offset by the disadvantages of the restrictions. As evidence of my belief in this proposition I may say that I constructed the Great Northern Railroad without seeking or desiring a subsidy.

I do not mean to insist that the extraordinary growth of the Canadian Northwest does not call for a decided improvement in the transportation facilities of the Dominion. On the contrary, a distinct improvement is demanded, but clearly the occasion requires the enlargement of present means of transportation, more modern equipment for the lines already in operation, extension of branches and the building up of the systems. Canada has five million people, one transcontinental railroad and another practically in sight. The United States has eighty-five million population and six transcontinental railroads. At this rate the Republic has one transcontinental line for each fourteen million of its inhabitants and the Dominion, one for each two and one-half million.

### RAILWAY GIANT INTERVIEWED.

St. Paul, Minn., Jan. 18.—(From a staff reporter.)—The above language epitomizes the striking manner in which James J. Hill, the great railroad captain, views the transportation problem in Canada. That he presumes to speak with some authority on such a subject is not strange, considering his high position in the railroad world, his peculiar acquaintance with the situation in the Northwest and his Canadian nativity. Hill rises from the highest pinnacle in the railroad world of the western hemisphere, having played the game in all its phases. James J. Hill is generally recognized as the one man whose judgment on the propositions he outlines thru The World should be clear. As one of the great captains of industry who has contributed so much to the development of a section exactly similar to that now demanding the attention of the Canadian people, he is in a position to know the good and bad sides of the problem and say some things to the people of Canada which will not only entertain, but receive their most serious attention.

DOES NOT INTERFERE.

It was with this idea that The World staff representative sought an interview with James J. Hill. After mature reflection Mr. Hill consented to the interview, but with the understanding that he did not desire to interfere in the problem of railroad building in the Dominion. In fact he asserted positively that his interests do not lie in that direction, and that with the exception of a small branch of the Great Northern he had run in the Crow's Nest region for the purpose of securing Canadian coal for the use of his lines, he owned no line of road in the Dominion.

Further Mr. Hill prefaced his remarks with the explanation that he absolutely knew nothing about the proposed Grand Trunk Pacific trans-

continental proposition, except thru the ordinary channels of the press. His reference, therefore, he said, must be considered merely as it applies generally to the plan of another entirely new railroad line extending across the Dominion.

IN PUBLIC'S INTEREST.

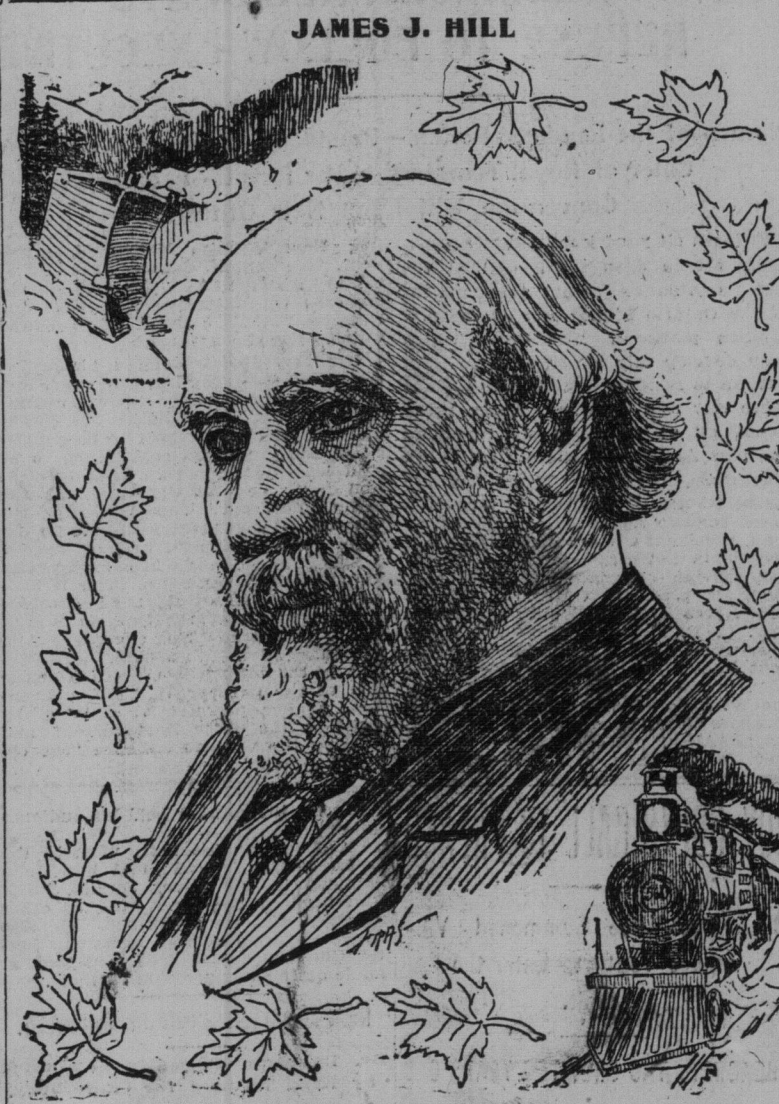
In the president's office of the general headquarters building of the Great Northern the interview took place. Mr. Hill said that he consented to the interview after being earnestly solicited by The World to discuss the subject for the benefit of the Canadian public, which might care to receive the opinion of a railroad man who had enjoyed some measure of success and whose Canadian connections might entitle him to speak on such an affair without appearing to meddle with that which did not directly concern him.

As an introduction to the subject Mr. Hill was told The World would like to give to its readers his views on the Grand Trunk Pacific proposal, the subsidy feature, the demand of the country's resources for the additional line and any other views he might have relating to this project and kindred features.

KNOWS A GOOD DEAL.

"Permit me to say that I really know little of the Grand Trunk Pacific plan," he observed. "I have read something of it in the papers. That is all. However, I think I may say that I know a good deal about the general conditions," and Mr. Hill's face lighted up and his eyes assumed that peculiar brightness which is characteristic of the extraordinary man who holds in his grasp the transportation facilities of a vast empire in the Western States.

"I may say as an original proposition that a railroad that requires a government subsidy to build is not required by the country. Then again, Canada does not seem to contribute to the construction of another transcontinental line the government should see to it that the interests of the people are safeguarded. The government should receive ample security in bonds for its investment. It should have something to show for the money or land granted. The age of railroad promotion when subsidies were necessary for the construction of transcontinental lines has passed, never to return in Canada or the States. The experimental stage has gone. The problems are all practical now and there are no unknown features such as formerly terrified capital venturing on such investment.



Foremost Railway Captain in America.  
—From photo presented to The World.

### SPEAKS FROM EXPERIENCE.

"In fact, I have had experience with both propositions. I had a one-time interest in the C.P.R. project, and I don't mind admitting that I sold out for just about what my interests had cost me. Then, when I built the Great Northern, I would not have a subsidy. Government aid is usually tainted with such conditions that the grant becomes a genuine hardship when viewed from a practical standpoint. The tendency is more and more in this direction as railroad development progresses. Railroads are built now because the business of the section to be traversed warrants the expenditure. A section requiring transportation does not have to look for it. Capital is seeking these channels, but, of course, the conditions must be such as in the judgment of experienced men will return a fair revenue on the money involved.

NOT PAY TO DAY.

"It is my judgment that another railroad across Canada will not pay to-

## PRESENT SYSTEMS SHOULD BE ENLARGED TO MEET FUTURE NEEDS OF GREAT WEST

### IMPROVE THE C.P.R.

"I do not contend that the vast immigration into the Northwest does not call for renewed effort on the part of the railroad managers of the Dominion. On the contrary it does, but it is not in the direction of a new system, but the improvement and development of those already in existence. This is in my judgment the key to the situation. Another line would mean the division of the present business of that section into three parts. That would render it unprofitable. This is purely a mathematical calculation. There is nothing mysterious about it.

"I have no connection with any interests in Canada today. We have a branch into the Crow's Nest coal region, but that is to get fuel for our own lines out of there. Even this is seriously interfered with by the tonnage tax. We could use millions of tons in excess of what we do of Canadian coal with more practical regulations. I have no ambition to place a line east of Chicago.

HAS NO ALLIANCE.

"This talk of an agreement between my interests and those of Canadian lines by which we will reach into the territory of each other is, of course, without foundation. The Great Northern has numerous branches right up to the Canadian border to natural connections with the Canadian railways, but natural conditions regulate this traffic in the Canadian Northwest.

### WHO MR. HILL IS.

A man of massive frame, penetrating eyes and most engaging manner is James J. Hill. His extraordinary physique first impresses the casual observer. When he speaks all attention is immediately centered in his extraordinary mental characteristics. A head of almost abnormal size is set upon an enormous pair of square shoulders. He is well proportioned. The hand that framed the famous agreement which resulted in the formation of the Northern Securities Company is the hand of a rail splitter. In fact Mr. Hill's early training on the Canadian farm near Guelph is evidently responsible for his powerful body. His extraordinary mental vigor is attributed to his Scotch-Irish ancestry, and tradition places the president of the Great Northern the eighteenth in lineal descent of his family.

Sixty-five years old, the remarkable man's face is that of a much older man in repose and infinitely younger when animated by conversation. His voice is low. He talks with most amazing directness, and his words are accompanied with glances from his big, deep-set eyes that appear to reinforce his remarks. When intensely interested the lustre of the magnate's eyes increases to a remarkable degree. He left school when fourteen years of age, yet he grasps a proposition instantly, and his judgment is accepted as almost infallible in the railroad world. Probably the largest single employer of labor in the world and with railroad interests second to none, he is still the most democratic of individuals. It is "Jim Hill" by which the king of the railroad world is best known, and he responds to this title all over the great west.

He walked into the reception room of his general offices in St. Paul, Minn., and grasped The World representative warmly by the hand. His dress was very plain. He wore a flat Scotch cap well down over his eyes. His grizzled beard gave him rather an unkempt appearance. Mr. Hill's capacity for work is something enormous. He gets to his office as early as 7 o'clock. He declares that he has never been able to get over the habit of early rising acquired on the farm. He keeps two secretaries busy frequently until late in the evening. In spite of the value of his time he steadily refuses to surround himself with those barriers common among railroad presidents and busy men. If a man wants to see "Jim Hill" he is never turned away by the messenger in the reception room.

### SHORTER LINE IMPORTANT.

"However, I do not conceive that the matter of an Atlantic terminal is of such supreme importance, if the Grand Trunk Pacific is built. The talk that it should be an all-Canadian line does not strike me with any particular force. After all, it is a question of the nearest point. If it makes the line longer to make the terminal on Canadian soil on the Atlantic, who is to pay the difference in the cost of transportation? These charges must be borne by the people after all. Is the increased cost worth the advantage gained in a purely Canadian terminal?

THRU CANADA.

"No, the natural channel of this vast Canadian grain traffic is thru Canadian sources of transportation to the sea. My judgment is that the course will never be diverted. The ultimate margin for this grain, of course, is England. It will flow into that market via Canadian lines indefinitely. Of course the Great Lakes will always acquire a share of this traffic, but as railroads paralleling water courses in the States have driven the traffic largely by the rail routes so will the transportation of this grain in the future be confined chiefly to the railroads as far as tide

water. This calls for the improvement of the railroad facilities of the Dominion, but the problem must be solved in a practical way. Canada has practically two transcontinental lines, and that is one for each two and one-half million people, while the States has but one transcontinental line for each fourteen million of population. These are figures that deserve careful thought.

OTHER OBJECTIONS.

"When do I think Canada will have reached such a stage of development as to warrant capital in constructing another thru line across the Dominion? Well, we are early in the century now; I should say it will be well along in the century before a new system will be warranted by the increase in business. Then, too, the difficulties of operating the proposed line as far north as to understand the Grand Trunk Pacific is figured on, will be a serious problem from an economical view.

INVASION BOGEY.

"This so-called 'invasion' of Canada in my judgment has been overrated, in that it will make little difference in the general manner of doing business in the Dominion. The country is so large that the new settlers will be rapidly assimilated. Of course the

Continued on Page 2.

## POPE'S HEALTH IS GOOD, SAYS BISHOP BRUCHESI

Characterizes Report of His Receiving a Cardinal's Hat as Untrue and Ridiculous.

New York, Jan. 18.—Among those who arrived on the steamer from Havre yesterday was Monsignor Bruchesi, Archbishop of Montreal.

To a reporter Monsignor Bruchesi said he had returned from a visit to Rome, whither he had gone to offer homage to the Pope on his jubilee. Monsignor Bruchesi said that the Pope showed him the most cordial and friendly reception, and that he was in perfect health, and that he was as vigorous as ever.

Asked as to the Manitoba school question, the Archbishop said the Pope took a great interest in the matter. Monsignor Bruchesi hoped that the Manitoba Catholics would ultimately receive the same justice that was granted at the present time to the Protestants in Quebec.

He returned to America by way of France. The whole of France, he said, owing to the expulsion of the priests, monks, nuns, as well as the sisters of the faith, was at present under a cloud. Monsignor Bruchesi spoke very strongly against the action of the French government. Asked for his solution of the problem, he said that as the expulsion had been made by the law, so by the law must it be undone.

### COAL IS SCARCE

We have enough for our work. Send us your order now. Manufacturers of the French government. Ask for the solution of the problem, he said that as the expulsion had been made by the law, so by the law must it be undone.

### NOW AT MONTREAL

Montreal, Jan. 18.—The Crown Prince of Saxony and M. Girou, with whom she eloped, have arrived here, and intend to stay two months. They have taken the name of M. and Mme. Andre Gerard.

### PANTHER BOMBARDERS PORT.

San Carlos, 22 Miles From Maracaibo, Shelled by Germans.

Maracaibo, Venezuela, Jan. 18.—Fort San Carlos is 22 miles from Maracaibo, and commands the entrance to the lake, or inner bay. The correspondent of The Associated Press has received a letter from Gen. Bello, commanding the fort, reading: "Yesterday afternoon, at 12.30, Fort San Carlos was attacked and shelled, without any provocation on our part, without previous notification or delivering of ultimatum, by the German cruiser Panther, which tried to force the entrance. After a short engagement, during which the fort used only four guns, the Panther was obliged to abandon the entrance, and retreated in the direction of Curacao. The fort has suffered no damage and only three men were wounded."

### TWENTY MEN LOST.

London, Jan. 18.—The steam packet Cyprus, from Cardiff for Cork, has been missing since Friday. Wreckage which has been washed up on the coast near Cork leaves no doubt that she foundered in a gale. She was owned in Cork, and had a crew of 20 men and some stowaway passengers on board.

### SCHWAB AT PALERMO.

Palermo, Sicily, Jan. 18.—Charles M. Schwab, who arrived here yesterday on board the steam yacht Margarita, refused to see visitors. He has not left the yacht, but he is reported to be well. The party accompanying Mr. Schwab has been ashore.

### CONTRACT FOR \$350,000.

Montreal, Jan. 18.—Messrs. Wrighton, Morrison & Co. have received the contract for restoring the old Bank of Montreal, St. James-street, including a dome, the price being \$350,000.

### Fire at Niagara-on-the-Lake.

Niagara-on-the-Lake, Jan. 18.—The residence of Thomas Silence, on Wellington-street, was badly gutted by fire about 7.30 last evening. A defective chimney is supposed to have been the cause. Loss about \$700, covered by insurance in the London and Lancashire.

### Mahmud Pasha Dead.

Brussels, Jan. 18.—Mahmud Pasha, brother-in-law of the Sultan of Turkey, and leader of the Turkish Reform party, died here to-day. He was in exile.

## ROUTE FOR THE RADIALS Laid Down By Engineer

Report Now Being Examined Preparatory to Entrance of Suburban Lines.

W. T. Jennings, former City Engineer of Toronto has submitted his report in regard to the radial railway system for Toronto. The report, it is understood, has already been examined by the Mayor and some members of the Board of Control, but its particulars have not yet been made public.

A general description of Mr. Jennings' plan, however, may be indicated. He proposes that the Scarborough electric line shall come in via East Queen-street, inclining to the south, and along the waterfront streets to the market.

The Mimico line is to cross the T. B. tracks at Sunnyside, and come along thru the Exhibition Grounds, Garrison commons and the waterfront to the Market.

The Metropolitan line will come down Yonge-street and reach Church-street by a cross-street, not revealed by The World's informant, and thence to the Market.

The Toronto Suburban line will come in via Royce-avenue and Lansdowne-avenue, going southerly on the latter extension planned for the Mimico line, reaching the Market over that route.

The report also embraces very full and detailed accounts of the operation of suburban railways throughout the country, such as the Galt and Hespeler, Hamilton Radial Railway, Niagara Falls and St. Catharines Railway and others.

### A Snowy Line of Peasly Witnesses

In the definition of a Peasly witness, a refined woman used Soudant Liquid and Powder.

### Smokers buy Perfect on Mixture, post

ively cool. Alive Electric, 123 Yonge Street.

### A Change at Clancey's.

Mr. Albert Williams, the well-known caterer, has taken the management of Mr. Clancey's popular restaurant. It is the only grill room in the city, and for that class of business men who prefer the European style of service, they can be satisfied to the King's taste.

### TORONTO TO HAVE A CHARTER.

The World understands that Mayor Uehring is certain at the forthcoming session of the legislature of securing a charter for the City of Toronto. Hitherto all applications made by Toronto to the Ontario legislature have been pretty generally turned down, but this, the most important of all, a thing that means a revolution in the government of the city, will go thru without serious difficulty.

The city authorities are already at work preparing the charter, and as the length and breadth of it means everything for the ratepayers and citizens at large for the future, it is certain that no question of municipal concern has ever arisen in which more interest will be shown from now until the meeting of the legislature.

### SAYS HE WAS HELD UP.

Milkman Doble Claims to Have Lost \$4 on Saturday.

Harry Doble, who conducts a milk dairy at 5 Widmer-street, reported to the police yesterday that he had been robbed by two men while delivering milk early Saturday morning. Doble says that when he went in the rear of 38 Chestnut-street to deliver a boiler of milk he was suddenly confronted by two men. One of them pointed a revolver in his face, while the other proceeded to go thru the milk man. Mr. Doble says he had \$4 on his person, which amount the robbers got away with. The police are investigating the case.

### USED RAILS FOR TELEPHONING

New Haven Railway Experimenting With New Signaling.

Boston, Jan. 18.—Experiments were made last week on the Dedham branch of the New York, New Haven & Hartford Railroad by a representative of the American Telephone Company in telephoning between stations, utilizing the railroad tracks instead of a line of wire for the transmission of messages. The experiments were quite successful, except when cars on the local electric street railway crossed the overhead bridge of Beach-street, when the voices at the telephone became indistinct because of a "leak" on the electric car line.

The New Haven Company is said to be considering the advisability of equipping all of its stations with telephones if the telephone company can make its instruments work successfully.

### EDWARDS & COMPANY, Chartered

Agents for the sale of the property of the late J. H. Edwards.

Edwards & Company, Chartered Agents, 123 King-street East, Toronto.

### KILLED BY A TRAIN.

Elmira, N.Y., Jan. 18.—Bert Seley, a farmer, living near Millerton, Pa., while driving home in a hay rigging, was instantly killed at 9 o'clock last night, together with his two horses by a Toga coal train. His body was carried a half mile on the engine pilot, and one of the horses a mile.

### PATENTS.—Fetherstonhaugh & Co.

Head Office, King-street West, Toronto, and Montreal, Ottawa and Washington.

To Commercial Travelers and Others.

See Walter H. Bright, Medical Building, Phone 2770 before placing your agency policy.

### Claire's—Marguerite's, Fortuna, large

Jape, Boston—4 for 25c. Alive Bolard, 123 Yonge Street.

## REMOVE THE COAL DUTY SAYS A LIBERAL ORGAN

An Article in Le Soleil Creates Impression as to Government's Intention.

Montreal, Jan. 18.—A considerable attention has been given to an article in Le Soleil, the Federal government organ in the district of Quebec, and as the evidently inspired leader appeared soon after Sir Wilfrid Laurier's departure from the annual capital, it would seem that the Ministry intended to remove the duty from American coal.

"Speaking in a broad sense," says Le Soleil, "the repeal of the duties on both sides of the frontier is desirable, because the Canadian miners have coal, and the American consumers are obliged to purchase, and the American coal has to be transported by the people on this side of the line. If public opinion were verred in this direction, it would not be necessary to have recourse to arguments in order to obtain results so very desirable, but sentiment in favor of protection is so strong that the disappearance of the duties on coal might not be obtained without an active and vigorous campaign."

A simple coup d'oeil over the situation shows us that in the extreme east and west the Americans want our coal, and in the central, or lake region, of Canada we want theirs. It would not be possible, even if the Americans please, to transport coal from Pennsylvania and Ohio to the extreme west where British Columbia possesses a vast coal supply at a less cost. From a public point of view it would be of no profit to force Ontario to import coal from the extreme east or west, because this province can procure its supply cheaper just beyond the Great Lakes."

### STEAMSHIP MOVEMENTS.

At. From. At. From.  
Jan. 18. At. From. At. From.  
Trojan Prince, New York, Jan. 18. 1903.  
George G. Ross, aged 32 years 7 months.  
Funeral, Tuesday, Jan. 20, 1903, at 2 p.m., from above address, to the Necropolis, Friends and acquaintances please accept this intimation. At rest, Buffalo, N.Y., papers please copy.  
WILSON—At Sick Children's Hospital, on Saturday, Jan. 17th, Peter, aged 14 years and 7 months, son of Peter Wilson, 32 Polk-street, Toronto.  
Funeral Monday, at 2 p.m.

### M. BLOWITZ IS DEAD.

Stricken With Apoplexy, He Passed Away in Paris.

Paris, Jan. 18.—Henry George Stephane Adolphe Oppre De Blowitz, for many years correspondent of The London Times in Paris, died here this evening. M. De Blowitz was stricken with apoplexy a few days ago. He was born in 1832.

### ARREST DANGEROUS ANARCHIST.

Geneva, Jan. 18.—A man who was arrested here on Thursday on a charge of swindling, proved to be Prince Nicholas, who was sentenced to death in Russia some years ago for conspiring against the Czar. He is known as a dangerous anarchist.

### DEATHS.

COFFEE—On the 18th inst., at 41 Maple-avenue, Toronto, the wife of T. P. Coffee, a daughter.  
JECKS—On the 16th, at the Maternity Hospital, Ottawa, the wife of Stanley J. Jecks of a daughter.  
GRIMES—At 68 Hoskin-avenue, Toronto, George Henry Grimes, aged 71 years, son of George and Anna Grimes. Funeral Monday, Jan. 19, at 3 p.m., Prospect Cemetery.  
JACKMAN—On Sunday, Jan. 18, 1903, at 94 Edward-street, Henry Jackman, aged 72 years, died at 11 a.m. His wife was present.  
Funeral from the above address on Tuesday at 2 o'clock to Mount Pleasant Cemetery. He was a member of the Anglican Church.

### DECEASED.

MOORE—On Saturday, Jan. 17, 1903, at 2 p.m., at his residence, 123 King-street East, Toronto, George Moore, aged 71 years, son of George and Anna Moore. Funeral on Tuesday, Jan. 20, at 3 p.m., from above address, to the Necropolis. Friends and acquaintances please accept this intimation. At rest, Buffalo, N.Y., papers please copy.

### Lower Lakes and Georgian Bay.

Fine and decidedly cold today, with some light snowfalls.

Dunlop "Reel" Taps.

You can walk erect and correct if your heels are Dunlop-heeled. Dunlop creosote rubber heels are made of rubber you can rely on. They hold where your feet aches, and there is no danger of slipping or tripping. To your safety and your all-round good health, Dunlop rubber heels contribute. Ask any shoe man. Sample pair sent, free, by the Dunlop Tire Company, Limited, Toronto.

## BRITAIN'S UNIQUE ACTION RE CONQUERED COLONIES

Hon. Joseph Chamberlain Gives Details of South African Financial Arrangement.

Johannesburg, South Africa, Jan. 17.—Colonial Secretary Chamberlain, at a banquet given him this evening, delivered a speech in which he gave the first time the details of the new financial arrangement for the financing of the new colonies. He described the arrangement as "a unique and unprecedented action on the part of the Imperial government," and one which was satisfactory to all concerned.

### Continued on Page 2.

### To Keep the Sale Going.

The Dineen Co. have been shipping their big necessity sale to a grand stand finale. So far it has broken all records. Annual required by the first of February is already in the near prospect, and the prices asked for the goods are going to bring it over the mark. Here's the line for to-day: Fifty Western Sable Boas, 34 inches long, with 6 tails, for \$14.95. Twelve dollars, for eight. Also the balance of the stock of Ladies' Walking Hats for one dollar and fifty cents each. Worth anywhere from three to five dollars.

### DECIDEDLY COLD.

Meteorological Office, Toronto, Jan. 18.—(8 a.m.)—The cold which was setting in over Saskatchewan this morning has now reached the Great Lakes, and temperatures considerably below zero in the northern part of the Province. A low pressure is prevailing in the far North, indicating that the severe cold now settling in will be of long duration.

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You can walk erect and correct if your heels are Dunlop-heeled. Dunlop creosote rubber heels are made of rubber you can rely on. They hold where your feet aches, and there is no danger of slipping or tripping. To your safety and your all-round good health, Dunlop rubber heels contribute. Ask any shoe man. Sample pair sent, free, by the Dunlop Tire Company, Limited, Toronto.



**OAK HALL YONGE STREET BRANCH**  
CLOSES ITS "FORCED OUT" SALE AND  
CLOSES ITS DOORS NEXT SATURDAY  
NIGHT—JUST SIX MORE SELLING DAYS.

## 65 Men's Suits

That were marked at 5.00, 6.00, 6.50, 7.00, and 7.50, for. **2.50**

To-day will be "give-away day" in Men's Suits and no mistake—this lot will be on sale at 8 o'clock in the morning—they're splendid strong Canadian tweeds—well made garments—good styles—and we have them in a range of sizes from 34 to 44.

YOU'LL NEED TO BE "UP WITH THE LARK" TO GET A LOOK IN AT THEM—WATCH FOR JUST SUCH SENSATIONS ALL THE WEEK—EVERYTHING MUST BE DISPOSED OF AT THE YONGE STREET BRANCH BY SATURDAY NIGHT—THEN WE HAND THE KEYS TO THE NEWS COMPANY.

116 Yonge—115 King E.

### "CANADA SHOULD NOT"

Continued From Page 1.

Northwest Canadian farmer is further from the ultimate market with his grain than any other producer, but he offsets this disadvantage by fertility of soil, cheapness of land and general alertness. He is able, therefore, to compete successfully with the Yankee farmer in domestic or foreign markets.

**GRAND FUTURE.**

"The industrial future of Canada is undeniably grand. This is an aspect that I have given much thought to. Her resources are fabulous. After all, the substantial wealth of a nation are derived from the soil, the waters and the forests. These are natural sources of wealth. In this respect Canada's prospects are exceedingly bright. She is the centre of attention to-day in the western world, and her development, commercially and industrially, is a theme that is attracting the keenest men. With her vast area, fertility, mineral stores, fish and forests, Dominion occupies a very enviable position. In pulp wood she leads the world, and her service supply is practically inexhaustible. This talk of raising a tariff barrier for the protection of her manufacturing industries I fear will prove a delusion, but the natural wealth of the country is too pronounced to permit anything to interfere with its certain and rapid development.

"I find the Canadians competing successfully all over the American Republic with the Yankees. They are certainly as alert as any people you come in contact with. Here in my general office I believe there are some thirty young Canadians. This also shows that the stream moves both ways across the border.

"In a measure, Canada is just beginning, commercially and industrially, but the only considerations that can be safely depended upon to shape railroad development is the ability of the section traversed to support the railroad. When this is made the test, and it is essential to the genuine prosperity of any country that this test be applied in such ventures, no subsidies will be necessary and no government aid will be sought. The present experience of the Canadian lines now in operation can be relied upon as indicating what new lines must contend with. It is a simple proposition for any practical man. The business of Canada is not so great that it cannot be computed for the carrying trade. The established sources are known. When a given section is traversed by more lines than the traffic legitimately warrants, the people must necessarily bear the cost of operation in excess of the earnings. To my mind, this test is a solution of the whole scheme, in brief.

"What do I think of business conditions generally in North America? Frankly, I do not agree with many who think that the apex of prosperity has been reached. In fact I do not even believe that we have yet reached what is to be considered a high level. To my mind the era of good times has just begun. Not since the discovery of America, in my estimation, have conditions offered more genuine opportunities for the acquisition of wealth by the masses than to-day. The next decade appears to be pregnant with great events. When the Canadian farmer has the telephone in his bed room, turns his soil with plows driven by steam, speeds over his vast acres in his private automobiles, moved by electrical energy, and educates his children at the finest universities in the land, surely the prospects are not unenvying for the toiler on the farm.

### BRITAIN'S UNIQUE ACTION

Continued From Page 1.

factory to the representative associations which met in Johannesburg to-day. The proposal, he said, was first made by the British Chamber of Commerce, and was intended to submit to the Imperial parliament a bill to guarantee a loan of \$150,000,000 to the Transvaal and Orange, which were being united for this purpose. The loan would be raised as a loan of the Imperial parliament, and the Transvaal and Orange, which were being united for this purpose, would be required to pay the interest on the loan. The Transvaal and Orange, which were being united for this purpose, would be required to pay the interest on the loan.

"Does the condition to-day present as many chances for the young men of this hemisphere to rise to fortune as the period when I started? Yes, undoubtedly yes, and even more. I believe great fortunes will be even more evenly distributed in the future than in the past. I have the utmost confidence in the period of plenty which surrounds us. The means for wresting wealth from nature were never so numerous as to-day. Of course it will not be thrust upon the masses, but it will come as a natural consequence of intelligent effort. It seems to me that no country is destined to reap a larger share of prosperity from these favorable conditions than is the Dominion of Canada.

"In conclusion I desire to reiterate that I have no plans for future acquisition of railroad property in Canada or any plans looking in that direction. My varied interests with the Great Northern and its allies in the States are receiving my entire attention."

"This is the verdict of James J. Hill, the Canadian, who is generally conceded to represent the best type of the railroad capitalist in North America."

G. C. P.

Refuses to Give Adhesion to Brussels Sugar Agreement.

St. Petersburg, Jan. 18.—Russia has declined the British note of Nov. 30 last on the subject of the sugar convention. The British Chamber of Commerce, which is the originator of the convention, has been unsuccessful in its efforts to secure the necessary number of signatures to the convention. The British Chamber of Commerce, which is the originator of the convention, has been unsuccessful in its efforts to secure the necessary number of signatures to the convention.

"As Great Britain declines arbitration, and as the penalty clause cannot be applied to Russia, the International Commission declares the Russian system to be a bonus system, and any further exchange of views before the commission settles the position would not be productive of results."

"The note declares that Russia can in no eventuality give her adhesion to the Brussels agreement and conditions."

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## Kruger in South France

### Living Life of a Hermit

Sees No One, Goes Nowhere, Looks Sick and Thoroughly Disheartened.

Menton, France, Jan. 18.—Paul Kruger, once called the "Lion of South Africa," now old, sick and disheartened, is living very quietly in Menton—so quietly, in fact, that he might be at Utrecht for all Menton knows about him. He looks old, sick and disheartened.

The Boer ex-President has taken the villa named "Lion of South Africa" on the high road facing the sea in the Garvan quarter. They are unpretentious, to say the least, in their proportions and contain but few rooms. One cottage is occupied by Mr. Kruger and his suite, the other his daughter, Mrs. Eloff, with her husband and family.

He has been outside the garden only once since he arrived. Then he drove in a closed landau to Castellar. But sometimes he sits on his balcony and smokes.

Although he never goes to any place of public worship, devotional exercise and Bible reading take up the greater part of each Sunday.

Dr. Leyds has not been to Menton, and there is no probability of his coming.

A widely known American woman residing in Nice drove over one day to see him. She said she was anxious to express her sympathy with him in his misfortune. A few days afterward she received a letter stating that Mr. Kruger would be pleased to receive her later in the season.

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