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VOL. XIII., No. 7

TORONTO, THURSDAY, FEBRUARY 16, 1905

PRICE FIVE CENTS

TOPICS OF AN OLD-TIMER

Captain John Elmsley, Son of Chief Justice Elmsley—The Controversy over his conversion to the Catholic Church—Elmsley Villa and the Different Uses to which it was put—Occupied by Lord Elgin, the Governor General—Captain Elmsley's Services to Catholic Education.

Among the men of prominence in the writer's former days in Toronto was the Hon. Capt. John Elmsley, and anything relating to him will, I am sure, be of interest to my readers. The following narrative touches that distinguished gentleman, I find in Volume I. of "Robertson's Landmarks of Toronto." I have read it with interest myself and I am sure others will do the same.

"Almost as soon as Governor Simcoe had selected York as the capital of Upper Canada, before the commencement of the present century Chief Justice John Elmsley and the first Dr. Macaulay selected two adjoining park lots, both of them fronting on Queen street, Dr. Macaulay's being bounded on the east by Yonge street. They then effected an exchange of land with each other. Dividing these two lots transversely into equal portions, the chief justice chose the upper or northern halves and Dr. Macaulay the lower or southern halves. Dr. Macaulay thus acquired a large frontage on Queen street and the Chief Justice a like advantage on Yonge street. The northern portion of these halves descended to the son and heir of the Chief Justice, Capt. John Elmsley, on the death of his father, in 1805. On this property, north of where Grosvenor street now runs westward of Yonge street, was a solitary green field, with a screen of lofty trees on three of its sides. In its midst was a Dutch barn or hay-barrack with a movable roof. The sward on the northern side of this building had drunk human blood. It was the exact spot where a fatal duel was fought early in the morning of the 12th of July, 1817, an account of which has been given in the previous chapter. Captain John Elmsley in his younger days was a lieutenant in the Royal Navy. In 1832, with his friend Mr. Jaffray Hales, afterward of Quebec, he left the naval service. In 1837 he was appointed to the command of a government vessel, carrying two swivel guns, on the lower St. Lawrence. A short time subsequently he settled on a portion of his estate at Toronto, where he expended considerable sums of money in farming operations. Later he undertook the command of a vessel, the "James Coleman," trading on his own account between Halifax and Quebec. The love of the water never left him and afterwards for a time he commanded the "Sovereign," one of the mail steamers on Lake Ontario. He owned a fast sailing cutter of twenty-two and a half tons burden, named the "Dart," and in 1832 he advertised her for sale at York. Somewhat later than 1837 Captain Elmsley was appointed to a seat in the Upper House. Captain Elmsley was a skillful and popular lake captain. He was a man of fine bearing, and it is said he greatly resembled his father, the Chief Justice. In 1839 he visited Brockville. There was in the vicinity of Brockville at that time a number of military men who had as a reward for their services in the war of 1812 been granted scrip entitling them to claim land from the government. Captain Elmsley foresaw that the ownership of these claims might be turned to good account, and so he was bent on acquiring them, as claims could be had at a large discount from their real value. He procured assignments of many claims and thus was laid the foundation of his wealth as a large landed proprietor.

Captain John Elmsley did not follow the footsteps of his father in the matter of faith and religion. The Chief Justice was a staunch Protestant and a member of the Church of England. He was one of the principal founders of the building of St. James' church. In the year 1834

Captain Elmsley became a convert to the Roman Catholic Church, though up to that period he had like his father and mother, been a staunch Protestant. The ostensible cause of his change of faith was the reading of the Roman Catholic Bishop of Strasburg's observations on the sixth chapter of St. John's Gospel. Mr. Elmsley satisfied his own mind and published a pamphlet which he circulated through the province giving the reason for his change of faith. His former pastor, the Venerable Archdeacon Strachan, came out on the other side with a pamphlet and sermon and sent a nicely bound copy of his production to his old friend, the Roman Catholic Bishop, Alexander Macdonell. His Vicar-General, William P. Macdonald, flared up at once and in spite of the Bishop's remonstrance, published "Remarks on the Eucharist," in reiteration of his old school-fellow, Dr. Strachan. On reading this Mr. Strachan is said to have exclaimed: "It's all right, diamond-cut diamond, Scotchman against Scotchman." The controversy went no further.

"Captain Elmsley, notwithstanding his secession from his mother church, continued in acts of benevolence. Many poor citizens, some now living, had reason to acknowledge assistance from his bounty and the Roman Catholic Church profited largely by his benefactions. He gave facilities for the establishment of St. Basil's College and other Roman Catholic institutions on his estate. Captain Elmsley married a daughter of Chief Justice Sherwood, and somewhere about the time of the Mackenzie rebellion built on his estate Elmsley Villa.

"Elmsley Villa was also for a time the residence of Capt. J. S. Macaulay, who married a daughter of Chief Justice Elmsley. The Hon. Henry Sherwood, Solicitor General, had his residence at Elmsley Villa in 1846. A portion of the sandhill elevation to the westward of Yonge street, a little south of Yorkville, is its name Clover Hill, from the designation of Captain Elmsley's house. The rustic lodge with diamond lattice windows at the gate leading into the original Clover Hill was on the street a little further on. At the time of his disease Captain Elmsley had taken up his abode in a building apart from the principal residence of the Clover Hill estate, a building to which he had given the name of Barnstable, as being in fact a portion of the outbuildings of the homestead turned into a modest dwelling.

Barnstable was subsequently occupied by Mr. Maurice Scollard, a veteran attaché of the Bank of Upper Canada.

The burning by a mob of the Parliament Buildings at Montreal on the 25th of April, 1849, in consequence of the passing of the Rebellion Losses Bill, and the subsequent riotous manifestations in that city had satisfied Lord Elgin and his ministers that it would be desirable to remove the seat of government to some place containing a less turbulent population, and where more respect was paid to constitutional authority. The determination finally arrived at was that the remaining sessions of the existing parliament should be held at Toronto, after which the seat of government should be transferred alternately to Quebec and Toronto for periods of four years. A few weeks before arriving at this conclusion the Governor-General paid a visit to Upper Canada. He reached Toronto on the 9th of October and was received by the people with mingled enthusiasm and apprehension, for it was known that many persons were disposed to hold him personally responsible for the Rebellion Losses Bill, and there was some fear of a riot. His Excellency landed from the steamer at Yonge street wharf, where he was met by a large concourse, including nearly all the prominent citizens, by whom he was escorted to his hotel. Certain hostile demonstrations were made by a few persons as the cortège moved up Yonge street. Several stones and rotten eggs were flung at the Vice Regal party, who preserved their composure. Thirteen persons were arrested and as the grand jury were then in session, the culprits were forthwith presented and committed to prison. Lord Elgin took up his quarters temporarily at Elmsley's Hotel on King street west, but soon afterwards removed to Elmsley Villa, a structure built on the rising ground to the north of the Yonge street branch of the College avenue. Elmsley Villa, as the name implies, was once the property of Captain John Elmsley. It was subsequently converted into Knox College, and stood on the site now occupied by the Central Presbyterian church on the corner of Grosvenor and St. Vincent streets. The Governor continued to reside there during his stay in Toronto and the place thus became permanently associated with his name. Elmsley Villa afterward was occupied by Knox College from the time of its removal from the site now occupied by the Queen's Hotel to the completion of the present edifice on Spadina avenue.

"To the Hon. John Elmsley the early Catholic youth of Toronto owed a great debt of gratitude from

A Great School

An educational institution which can show an actual daily attendance of 468 students gathered from all parts of the Dominion, and whose graduates are eagerly sought for by business firms, may reasonably be termed a great school. The one business training school in Canada which enjoys this standing is the Central Business College of Toronto. The catalogue issued by this well known school is an interesting production and may be had on application to the Principal, Mr. W. H. Shaw.

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BARRIE CORRESPONDENCE

A meeting of the Altar Society was held in the convent Sunday evening, Rev. Father Finnegan being elected honorary president.

Very Rev. Dean Egan left Monday and will be out of town for a fortnight. Rev. Father McGrath of Toronto, during the Dean's absence, will assist Rev. Father Finnegan. The many friends of Mr. Alfred Beardsley will be sorry to learn that he is seriously ill. He is a present patient in the Barrie Hospital.

A memorial stained glass window, the gift of the Misses Caroline and Mary Anne Beardsley and their brother Alfred, was placed last week in St. Mary's church.

It is placed in the large tower in the west end, over the organ gallery, facing Mulcaster street, and presenting a beautiful appearance. When the church is lighted up at night it presents a magnificent appearance from the street. It has a design of the crucifixion of artistic design and execution. At the foot is the inscription:

"In loving memory of Mrs. Sarah Beardsley, died January 5th, 1900; erected by her children."

It comes from the stained glass appointment of Messrs. F. J. & Company, 301 Yonge street, Toronto, and is pronounced by experts to be one of the best of the kind in Ontario.

Separate School Board

At the last regular meeting of the Separate School Board the following members were in attendance: Rev. Father Rohleder, who presided; Rev. Fathers Hand and Lamarche, Messrs. T. F. Callaghan, Jos. Caderet, D. A. Carey, A. J. Cottam, M. Power, and L. J. Woods. The financial statement for 1904 was presented. Mr. Andrew Cottam complimented the finance committee on the excellence of their report, but would go further, and have all the resources and liabilities included as well as the receipts and disbursements. It was time to come down to a statement of absolute facts, and he desired to see the records in such shape that any ratepayer could obtain a thorough statement on application. The electors of Ward 4 took an active interest in the separate schools. He defended his colleague, Mr. J. O'Hearn, who was absent. When he discussed the finances of the Board at the late election his statements were correct and were borne out by the information then obtainable.

Rev. Father Hand, Chairman Finance Committee, pointed out that the fullest information would be given any member on application to the Secretary. It was decided to have a complete report in detail for the next meeting. The Finance Committee was instructed to increase the insurance and take advantage of the 80 per cent. rate, the amount to be carried will be increased to \$170,000.

Local Inspector Brother Odo Baldwin presented a very interesting report of attendance at the different schools for 1904. The registered attendance was 5,297, the highest average being 4,143 in the month of October. It is the intention of the Board to have a booklet printed containing the reports and other information regarding the schools.

his ceaseless zeal for their welfare and advancement. He was a father to them as well as mentor. There are many yet living who remember how proudly he marched at the head of his Sunday School scholars in line from the Richmond street school-house Sunday after Sunday to old St. Paul's for late mass, there being no other Catholic church in the city. The late John Mulvey possessed what he valued as a treasure, a Bible received at his hands for attention at Sunday School, in 1843.

In 1841, the national school system was introduced in Upper Canada, and Captain Elmsley was then a school trustee. On Sundays he and Mrs. Dr. King would there teach the children their catechism.

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PASTORAL LETTER

To the Clergy, Religious Communities and Laity of Our Diocese, Health, Peace and Benediction in the Lord.

Dearly Beloved Brethren.—The Apostolic See, ever watchful over the interests of the Catholic Church, and solicitous for the spiritual needs of her members in every portion of the Christian Commonwealth, places Bishops to rule the Church of God, and dispense the mysteries of religion to the faithful. As a country becomes more populous, and the wants of the people are multiplied, new Dioceses are created and Bishops are appointed to direct and govern them.

On account of the large influx of settlers of late years into New Ontario, which embraces the northern and western part of the Diocese of Peterborough, the Holy See has been petitioned to establish a new Diocese in that district.

Our Holy Father Pius X. has been graciously pleased to grant our request, and has erected the new Diocese of Sault Ste. Marie, which comprises the western part of Nipissing District, the Districts of Algoma and Thunder Bay, including Manitowlin and St. Joseph Islands. This new Diocese will extend from North Bay west about 800 miles to the eastern limit of the Rainy River District, whilst the Diocese of Peterborough will comprise the Counties of Northumberland, Durham, Peterborough and Victoria, with the Districts of Muskoka and Parry Sound.

A glance at what has been accomplished in the western portion of the Diocese during the fifteen years of our administration will, no doubt, be interesting, as well as showing the rapid growth of the Catholic population in that district. During that time 72 churches have been built, 89 of which are within the limits of the new Diocese of Sault Ste. Marie. In addition, 23 other churches have been enlarged or improved. To provide suitable dwellings for the clergy, 19 Presbyteries have been erected, and of these 13 are in the new Diocese. Four hospitals have been constructed, and three of these are located in important towns of the new Diocese, viz., Sault Ste. Marie, Port Arthur and Sudbury—suitable centres to afford relief and consolation to the sick and injured that are brought from the surrounding districts. In most of the parishes and missions the children receive religious and moral training. Moreover, there are about 6,000 Catholic Indians, or 82 per cent. of the total Indian population in the Diocese. These are provided with three boarding schools, where the children are educated and trained by devoted and self-sacrificing Sisters, under the direction of the Jesuit Fathers. Besides, there are several day schools where the rudiments of a religious and literary education are imparted to these aborigines.

The Catholic population of the Diocese of Sault Ste. Marie is about 27,000, with 35 priests and 64 churches, whilst the Catholic population of what will henceforth constitute the Diocese of Peterborough, is about 21,000, with 29 priests and 45 churches. Thus, the new Diocese will contain a larger extent of territory and also a greater number of priests to attend to the spiritual welfare of the people.

From these few details it can be easily perceived why the Holy Father was pleased to establish a new Diocese and appoint a Bishop, who will build upon the foundation already laid, and continue more effectually the work of religion in that section of the Province. In the action taken to urge the partition of our Diocese, we sought not to avoid the burden of personal labor in God's vineyard, but were actuated by the desire of providing for the increasing demands of religion and of promoting the expansion of the church. Experience has taught us that many of the descendants of the early Catholic settlers of Ontario have been lost to the Faith, owing to a scarcity of priests, who would seek them in their isolated homes, and to the want of churches in which they might assist at the Holy Sacrifice of the

Mass, receive the Sacraments and secure a knowledge of their religion.

Our Holy Father Pius X. has selected as Bishop of this new Diocese, The Rt. Rev. David Joseph Scollard, Pastor of the flourishing parish of North Bay. For several years he was our secretary and chancellor, and discharged the duties of these offices with marked ability and fidelity. During the past nine years he has proved himself a pious, zealous and energetic pastor, whose labors have been blessed with much fruit and great success. The faithful of the diocese of Sault Ste. Marie will find in their new Bishop a kind and loving father, who will be ever ready to encourage them in their undertakings and sympathize with them in their trials. We part with one of our devoted and gifted priests, a true friend who has ever been loyal to his Church and obedient to his Bishop.

For many years past the opportunities for the development of New Ontario in agricultural, commerce, mining, manufacturing and other industries, have been recognized, thereby causing a large increase in population. It has been our consistent desire that religion should keep pace with the material advancement of the country. Hence our motive for building churches and schools wherever possible. The establishing of an Episcopal See in the midst of this extensive district will carry out our designs in regard to religious progress, and will encourage Catholics to flock to the vacant and fertile lands of these regions and to the centres of industrial enterprises.

We cannot forget the many sacrifices made by the new settlers to preserve the traditions of their fathers, and build up the works of religion and education in their new homes. With pleasure, we recall the many pastoral visitations to the distant missions of our Diocese, when we witnessed the strong faith of the people and their attachment to the practices of their religion, as well as their reverence and expressions of joy in receiving their Bishop into their humble dwellings. Our purpose was to bring them the blessings of Heaven and offer them words of encouragement and advice for their spiritual and temporal progress.

How edifying and consoling, on visiting the Indian missions, to behold the fervent faith and reverential conduct of those beloved children whose simple piety and fervor might well be imitated by those who enjoy a larger share of the benefits of civilization and learning.

We shall ever remember the noble and zealous Jesuit Fathers who have proved themselves worthy disciples of St. Ignatius in training the Indians to follow in the path of religion and infusing into them habits of morality, sobriety and industry. To these fellow-laborers who have charge also of the parishes and missions in the new Diocese, must be attributed the glorious success attained by God's Church in this extensive district. They have borne the heat of summer and endured the hardships of winter, in bringing the Bread of Life and announcing the word of God to the Faithful of the sparse missions of early years and the more populous parishes of recent times. Like the Good Shepherd, they have labored in season and out of season, searching after the scattered sheep, guiding them into the true fold and to the fountain of living waters. Nor can we fail to extol the zeal and self-sacrifice of our secular clergy who have likewise labored energetically in building up religion in the missions entrusted to them.

We cannot praise too highly the Religious Communities whose members are devoted to forming the moral and intellectual character of the youth, or consecrated by their life of charity to alleviate the sufferings of the sick and helpless members of our Divine Lord. Their life of self-denial in promoting works of education and charity have won for them the love and reverence of the members of the Church, as well as the admiration and esteem of those who do not share our faith. Truly they are the spotless virgins, who, after saving and relieving the afflicted of God's children will be amongst those who in Heaven "sing a new canticle before the throne and follow the Lamb whithersoever He goeth." . . . for they are without spot before the throne of God."—Apoc. xiv. 3, 4, 5.

We had a paternal and affectionate farewell to our beloved priests, devoted Sisters and faithful people of the Diocese of Sault Ste. Marie. Though no longer their Bishop, we shall ever retain a pleasant memory of the many visitations we made to the parishes and missions, when we were amply repaid for the inconveniences attendant upon travel in a new country, by the ardent faith and fervent piety we witnessed in these pioneers of religion.

In conclusion, Dearly Beloved, we earnestly exhort you to pray Almighty God to bestow upon the new Diocese, in abundance, the graces of the Holy Spirit, that he may be

D'YOUVILLE READING CIRCLE

The meeting of the Circle on the 7th inst. was a digression from the usual program, although it was kept on the same lines.

Current events were briefly reviewed, the chronicle in the February magazines being mentioned for reference.

The first part of the evening was given to an appreciation of Franz Schubert, the German composer, who will always be loved and admired as long as there is anyone to read his pathetic story or to listen to his exquisite music.

A carefully prepared paper on Schubert, written by the Chairman, was read by a member, Miss A. McCullough. It told of the great master's struggle for recognition; of his modesty, his patience and cheerfulness in spite of his difficulties. For his time was the haughtiest and most pretentious in the history of Vienna, and of his final success, though his fame, as in the case of Oliver Goldsmith, did not come in time to cheer his earthly life. His cheerfulness and serenity seem to characterize all his compositions. His "Impromptu," op. 90, No. 4, was gracefully and sympathetically played by Miss Julia Fortin, and his "Serenade" sung by Mrs. M. Whelan.

The Oxford study was supplemented for this time, by two selected poems of Frederick William Faber: "St. Mary's Church, Oxford, in winter," and "Absence from Oxford," which were read by Miss Agnes Baskerville.

The review notes were confined to Agnes Lant's new book, "The Great Pathfinders of the West," and Rev. Dr. Barry's volume of essays, "Heralds of Revolt."

The second part of the evening, as usual, was given to the oriental study, but not on the ordinary lines.

Mrs. Thos. Ahearn, who has travelled extensively in the East, and especially in India, entertained the members with a talk on her experiences there. Having lived in India for some time, visited their temples and other works of pagan art, also having observed the natives in their habits and costumes. She is a valuable witness on the condition of India at the present day, socially and religiously. The strongest proof of the futility of the attempt of Buddhism is found in the degraded condition of the Indian woman. Surely India has not yet reached her age of chivalry!

Mrs. Ahearn told of many instances in which she beheld females engaged in the most menial service, as carrying mortar, shovelling, etc., while their "lords" were chatting together or otherwise enjoying themselves. The speaker had also opportunities of coming into close contact with the higher classes. In an interview with an Indian princess of an unpronounceable name who was shut up in closest confinement, she realized that the condition of the lower class was, after all, happier for they, in spite of their labor, have the benefit of the outdoor life, while the princess has no freedom whatever.

Another remarkable feature is observed in the fact that although there are famous Buddhist libraries, one very remarkable one, which contains nearly rare books, yet it is not available to the people.

The Circle hope to hear Mrs. Ahearn again at some future date. Rev. Dr. O'Boyle's lecture on the Gaelic Revival was announced for the last Monday of February. The next meeting will be on the 21st inst.

spared for many years to zealously labor for the advancement of religion and the salvation of souls; that the Holy Ghost may enlighten, protect and guide him in all his ways; that the flock entrusted to his charge may afford him joy and consolation; that the priests and faithful cooperating with him, the Diocese of Sault Ste. Marie may become one of the most flourishing in the Province.

The consecration will take place in our Cathedral, Peterborough, on Friday, Feb. 24th, Feast of the Apostle St. Matthias.

This letter shall be read in all the churches and chapels of the Diocese as soon as convenient after its reception.

RICHARD ALPHONSUS O'CONNOR
Bishop of Peterborough
M. J. O'BRIEN, D.D.,
Secretary.

Peterborough, Feb. 9th, 1905.

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DURING THE STRIKE

(By Morgan C. Gross.)

There is, in a Creek valley of the Rocky Mountains, a nameless little settlement called "the B. and F. Junction," from the fact that it is the terminus of a strip of mountain railroad owned by the Broadmont and Frisco mine, and working between the high level coalfields and a great shipping system. After its population was swelled, last June, by the addition of a dozen deported men, it became the centre for the disaffected coal-miners of the district. The "B. and F." on a certain summer afternoon shortly after the great mining excitement, commanded a lonely view of that Snow Creek valley, which stretches up to the heights, its precipitous banks a mass of pale green foliage, beyond which could be seen the black and bald peaks of the mining country, and the white front of the Mount of the Holy Cross. There was a thunderous noise of blasting in the hills, a blueness in the atmosphere, a fresh wind blowing from the snows. Down in the truck lands which bordered the Creek were Italian farmers, spreading their ditch-water, and caring nothing whatever for Governor or Union.

Through the little town itself ran a full ditch, with clouds of mosquitoes over it, and its surface thick with flakes of "wool" from the cottonwoods. It was the hour for the afternoon mail. A great bundle of newspapers had just been brought from the station to the post-office, and it appeared that the entire population of the Junction had poured into its one street to get the news of the day. They were Englishmen of the cockney class, large heads, wide hips and shoulders. There was a sprinkling of the paler American, and here and there, in sharp contrast with the Anglo-Saxon, a Clay or a Celtic face.

An American woman, whose red hair was well streaked with gray, had secured a paper and began to read aloud the speech of a Rocky Mountain labor leader, in a voice which swelled above the loud talking of the men and compelled them to listen. There was a passionate cadence in it, as the crowd became still and expectant; something also which showed that the woman loved an audience. She spread the damp, red-lined paper, with a flourish. "And this is the cry of men torn from their families," she read—"of men driven at the bayonet-point from the haunts of civilization—of starving women and children, martyred for the cause of their liberties."

"My, but they're smart men!" said a little English girl, with a Cornishman at her elbow. "Them Union men—I say they're mighty smart." The woman continued to read. "Yonder lies the measuring his worm-like length before the corporations." "That's the Governor," explained the Cornishman. "I see we're worse than the Sar of Russia." A flood of rhetoric presently overcame the reader; tears ran down her cheeks, and she burst into hysterical sobs.

An infant began to cry in the room above the grocery, and a young woman left the group of listeners and ran upstairs. She was one who might have been recognized by a stranger as a young mother, for her beauty was heightened by an ever-present consciousness of the child, and her head had an alert and listening poise. Her presence had lent something of distinction to the group. Her hands were rough and her dress no finer than that of the other women, but even her shapeless red calico dressing sacque had acquired a certain style and grace, in conforming to the robust outlines of her figure.

The woman read on, and the town butcher—an Irishman with a fiery face and a bloody white apron—came out to listen. The reader was a spirited, excitable woman, with a slight English accent, derived from the fact that she had been the wife of a Lannish miner, killed in the great explosion of two years before. The reading was presently interrupted by a man's voice, remarking, "There's wrong on both sides." They all turned upon the speaker, and saw the grizzled, rather stubborn-looking German who had received from the strikers, a month before, the indignity of a dozen lashes.

"There's sure wrong on the Sar's side," said the butcher. The remark was applauded, and the German went off to one side and lit his pipe. "There's a miner!" said the red-haired widow, as a seamed-looking western man appeared. "Come here, Mr. Thompson, and read the piece in the paper."

"I don't ardy think they could ha' wrote it themselves," said one of the crowd, with an Englishwoman's distrust of the ability of the laboring class. "I don't ardy think but wot they 'ad it wrote, miners like them."

The American miner turned on her with a snort of indignation. "You don't, eh?" he cried out. "I tell ye, we've got as well educated men in the mining camps as any of that lay-out down in Denver!"

"Ain't it fine, in the paper?" said the widow. "It says where the Governor's worse than the Sar ever dare be!"

"I don't care for none of that!" declared the miner. "But I'll be even with the men that took me out of the camp, Governor or soldier, either one." A groan of malediction went up at the word "soldier." "Yes, and I mean your armed deputies, such as Lafe Barrett. He's a soldier!"

"To be sure!" said the widow. The name "Lafe Barrett" had stirred a little evident feeling in the crowd. Far off among the rocks an engine whistled. "Ere's Barrett's train," said a woman.

"Because Lafe's a liar like the rest of 'em," said Thompson, hotly. The engine rounded a curve, and a huge, sinewy figure began to be visible. There was a rolling cloud of smoke, with the figure swaying through it; then, enveloped in folds of gray, it went out of sight. "You expect it of the capitalist," said Thompson, tremulously, "but when laboring men turn against each other, it's the strangest sight on God's earth."

"Yes, and 'ow does 'e know wot to do, unless 'e's someone to tell 'im?" This Englishwoman's sentiment was not palatable to the American miner. "He knows as much as the Governor or anybody else!" he declared. "The laboring man don't lack nothing but money."

"There comes Lafe!" cried the widow. "Yes, and as free as I am!" said the coal-miner. "Nobody talks of throwing him into jail for shooting!" Lafe Barrett came directly across the street. He had a swarthy, bright-eyed face, puzze nervous American, and anything but handsome, with the notable muscular swell in the upper lip, and the two tendons coming down to the jaw bone from either corner of his mouth. The railroad grime gave a dingy tinge to his black hair and dark flannel shirt. He was a magnificent muscular fellow, and he caught the eye of an observer by a kind of dash and daring expressed in his poise. The coal-miner turned his back, but a young cockney girl called out, "We're talking of you, Lafe Barrett."

"We're talking of the miner you shot, a-Tuesday!" said the widow, snapping her eyes at him like a challenge. "Dey forget how many scabs got blowed to pieces, already," said the German, doggedly, as he looked the engineer.

"That ain't the point," said Lafe, shutting his lips like a trap. "This ain't no free-for-all fight." Barrett's presence was like a match to powder. At this point a dozen men began to move towards the group. The engineer looked at his somewhat excited audience, and continued, "The question is, have I got sense enough to run my own engine and boss my own job, or haven't I? I always counted myself a miner, and nobody can say I didn't pay my dues and do my part when I was a miner. But then fellows got to telling me what I had to do, and then I got mad, I tell you, and I quit!" A tremendous powder of sheer stubbornness came out of hiding in the man. He looked like a hard foe to handle. "You go your own way, and I'll do mine," he concluded "but don't you undertake to boss me because I know to boss myself!"

"All right, Barrett!" said Thompson. Barrett turned and walked toward that staircase which led to the lodging over the grocery. "Say!" whispered a man to the widow. "Wot's the row between Barrett and his wife?"

"Is there any row?" asked the widow, the snap in her eyes indicating that she was initiated, and she was determined to keep her counsel. "Barrett don't live at home does he?"

"I don't know. I never asked Mrs. Barrett, I'm sure!" Nevertheless, when the men were gone, she turned, confidentially to the woman, and said: "She shouldn't put up with him. She could get a divorce on the ground of cruelty!"

"Does 'e beat 'er?" whispered one of her hearers. "The American woman laughed out. 'Dey don't beat their wives over here,' she said; 'but it's cruelty for a man to be forever quarrelling with a woman, and if it ain't, I want to know what it would be!'"

Barrett's wife heard him climb the stairs. She had been wondering, the last three minutes, and wondering with a tumultuous heart, if he were determined enough, in his obstinate course, to pass her by. Her own lips tightened as he began to mount the stairs, and the tender motherliness with which her face had overlung that of the child in her arms gave place to something resolute and severe, yet wonderfully anxious and distressed, withal, as if his coming back was a crisis of mighty moment with her. He knocked, and she answered, "Come." Then he entered the room, set his back to the door as if he were fearful of being ordered away, and stood with his stubborn young profile outlined upon the white paint.

"Julia," said Barrett, with considerable determination, "I want to see the baby."

"No!" The word was sharply spoken, and still her eyes gave her away. "I'm not going to touch him. I want to see him," said the engineer drawing a step nearer. She left her chair, instantly, the child began to cry, and the color came to Barrett's face, as if the voice of his first-born had startled him. She began to sway the child in her strong arms, the natural grace and staidness of her figure lending itself to the notion as if she had rocked a child all her life. She was a beautiful, sunburned woman, with a rough red hand, white throat and wrists, and wonderful gray eyes.

"I told you how it would be," she said, after a pause. "I know how to keep my word." There was so much of heart-ache in the words that Barrett thought he did not mean them. He came forward another step. "Lafe," she said. He stopped, in a momentary awe, such as a man feels of a woman with a child in her arms. A lifetime's passion and conviction had gone into that word, "Lafe," and the thing which separated them was a matter of fierce feeling still.

He stopped, and they looked at one another—he, self-willed and determined; she, pure passion for the things she believed in, and had sacrificed herself for, all her workinggirl's life. "You had no right to do me the way you did," she said. "I wouldn't ha' married a scab, if 'e was the last man on earth, and you knew it."

"Julia, please let me see him." Barrett's muscles twitched so that his wife had a faint momentary hope of his breaking down. She lifted her eyes with a light in them. "You know what you got to do," she said, with a moment's return of the old joy she had felt when she first perceived that Lafe Barrett loved her—Lafe Barrett, this picturesque fellow of daring and determination. The engineer turned stubbornly upon his heel.

Presently he returned from the hall, crossed the room, and threw something into the baby's crib. "You shan't charge I didn't support you," he said, knowing perfectly well that she would not touch his money. His voice had so hard a sound that his wife grew a little paler. "I don't ask much," she said, almost pleadingly. "I only want you to do right and keep your promises to the Union." He went out without answering.

"E didn't stay noa time at all," commented a woman as he emerged. Barrett stepped into the sunlight, blinking a little, put his hand to his close-shaven chin, and looked up and down the street. A ranchman, bringing home an unsold load of berries from a market twenty miles away, was loudly declaring that the business of the State was ruined. He, for one, would let his fruit rot on the vines before he sold at sixty cents a crate.

"There's a man can afford to buy berries this year," said Thompson, with a jerk of his head toward the engineer. The slight remark stirred a wave of bitterness against the man disappearing around the corner. The widow was in her store when he passed, wrapping a loaf of bread for a miner's wife, who leaned over the counter and said—"You 'eard wot the men's going to do?" "No," said the widow, all alert. "Don't say as I told ye, and don't ye go warning Lafe!" "Warn Lafe?" "The first night ever 'e stays in town they'll la' for 'im." A customer entered. The miner's wife picked up her bundle. "What'll they do with Lafe?" whispered the widow. "Don't you warn him, ye hear?" "What'd I warn him for? He so stubborn, he'd stay, if you was to warn him. Mis' Ballard—what'll they do to him?" "I don't know. They won't 'arm 'im, not to speak of."

The widow's customer was coming toward her now, and she had to let her informant go, and tie up a quarter's worth of potatoes. She followed her last customer to the door and looked out. A stream of gold came through a gap in the peaks which could make one think only of the heavenly gate. Above it, the sky was tumultuous, with dull red clouds, like splashes of blood. Off in the rocks, another engine whistled, and another coal train came down with a deputy-sheriff's guard. One more train and the Junction would be left quite till morning.

Lafe Barrett suddenly appeared, crossing toward the grocery. "Have you seen the sheriff?" he asked her; and then added, with a dare-devil smile, "I want some more deputies sent up to the mine."

"You'll get no deputies out of this town!" "If I don't, I'll have to go up to the camp."

"I told the sheriff he went home," said the widow, looking toward the men who had gathered in front of the blacksmith's shop. She was all in a flutter of mingled feeling—nervous pity for Barrett, and satisfaction in the prospective triumph of her cause. She was a tender-hearted woman, and when she had gone back into the store, her feeling for her countryman won. She went to the door, and called, "Lafe!" He turned.

"Going to stay in town to-night?" "Guess so," said Barrett. "Come over here!" "Too much of a hurry," replied Barrett, turning into a side street.

"You see them men?" said the widow, turning to a passer-by. "Well, I'm scared to have 'em tackle a man like him. I'm afraid they'll end in killing him."

That was in the early twilight. She stood, all through the dusk, listening to the noise in the street, and to Barrett's baby crying upstairs. At last, when it was fully dark, his wife came down to the grocery and stood leaning upon the counter, after she had received her change, and anxiously listening to the women, who had been excitedly talking together about the door of the grocery. But a hush had fallen, at her approach, and she could hear nothing but a loud guffaw from the men who were gathered before the blacksmith's shop. She looked stately and gracious as ever, her lips smiling, but a dark shade about her eyes, and her breast quivering visibly under her calico sack.

The last train of the evening sent a foul cloud of smoke over the town, passed a moment some distance below the depot platform, and went shrieking up to the mine. A man left the group before the blacksmith's. "Where's Lafe Barrett?" he demanded, as he approached the women. "Did he go up to the camp on this train?"

"Noa, 'e didn't," said a woman in the doorway. "E's about, looking for the sheriff." "He's hysterical-looking girl," he bellowed, hunting somebody to telegraph for him.

"You know what they're after?" whispered the widow. "Yes, I know wot they're after," said the woman in the doorway. "They'll 'ave a stop put to 'is scolding 'issel up for a deputy sheriff, a miner like 'im. If 'e don't know wot's good for 'im, 'e'll be shown. 'E's going to 'ave to give up 'is gun and get back to do as 'e's told before they're done with 'im to-night."

There was a general movement of the men, setting toward the railroad platform. A dog began to bark and the hysterical-looking girl went off into shrieks of laughter. "You don't know nothing of such a man as Barrett!" declared the widow. "He'll fight like the devil before 'e gives in. 'E's armed, too."

"E damn't shoot," declared the other woman, triumphantly. "E'll get plenty of bullets back, if 'e do!" She paused a few minutes, and burst forth with a standing grievance of hers. "E'll be took down a bit!" she cried. "E'll be took down!" "E's no better than anybody else, for all 'e don't want 'e should call 'is wife 'Julie,' like 'er name is!"

Reaching the middle of the street, the men suddenly began to run. A shower of missiles hit the dark windows of the railroad station. The woman who had been laughing began to cry, in shrill, broken tones. The rabble of short, cockney figures reached the platform, and voices began to order the engineer to "come out o' that."

There was the rustle of a skirt on the staircase of the grocery, and Barrett's wife appeared. She came out upon the sidewalk and stood looking; then asked something in a whisper of the widow.

"The won't 'arm 'im, if 'e's peaceable, Missis Barrett," spoke up the Englishwoman standing in the doorway. "E's going to 'ave to give up 'is gun, and 'e 'ave 'imself after this, is hall!" Barrett's wife went into the grocery and sat down. A little voice was lifted in the room above, but for the first time in his life she did not hear her baby. She groped with one hand till it came upon something firm, and clenched it; then held the other between her eyes and the light. The widow slipped to her side. "I'm afraid he—" began Barrett's wife; but could not finish.

"They'll never dare hurt him!" declared the widow, reassuringly; but she laid a very cold hand on that of the other woman, who seized and held it fast. A noise of laughter, and reviling, of mob cries; Thompson's voice, and his figure! The girl on the sidewalk was now far gone in hysterics, swaying her body to and fro, and screaming something about a lynching she had seen at the Wild Horse Mine. "Be quiet, Bessy!" said Barrett's wife, lifting her head. Her lips were white, with a bluish line where they met. "Be still!" she repeated, sternly. "You, talk like a fool!"

Thirty seconds of silence followed. Then the immitable mob yell rose, with its crazy cheer and its whoop. Silence, again! Now, a tremendous crashing of glass. The widow tried to rise, but Barrett's wife clung to her wrist, with a grip like a strong man. The two women looked into each other's faces. Then Barrett's wife went blind, with only Lafe's face swaying before it, in a red light such as we see when we press our fingers on our eyeballs. "They've got him!" shrieked the girl outside.

Another silence—save for an inarticulate voice shouting something at the station. It was all dark now before the woman's eyes. She could not even imagine his face. The stillness was broken by the sound of a gun, and the widow sprang up and ran outside. Barrett's wife let her chin fall on the sharp edge of a piece of furniture. A spasm passed over her lip. Now—a prolonged crackling and crashing, as of many guns! "That's nothing; nothing at all!" said Barrett's wife in a strange whisper. The other women began to run toward the station, where one could hear voices in loud interference with each other, and feet running over the wooden floor.

Suddenly the flying figure of a half-grown boy emerged from the building. It came down in a heap on the steps of the grocery. The boy could not speak, at first, for want of breath, and when he did, fairly gasped out—"No, they never got him. Must ha' went up to camp on the last car!" "E's a bloomin' coward!" burst from a woman.

Barrett's wife walked calmly in front of her, looking down from her stately height. "My husband ain't afraid of ye, Mrs. Lobb," she said, and went to her baby. A man came over, frothing with excitement. "Wot do we care to catch Lafe Barrett?" he cried. "E can go w'ere 'e likes; but 'e runs no more engines through 'ere, and 'e's sense enough not to try!" "I'll take yer bet Lafe runs 'is engine through to-morrow," spoke up the widow. "I'll take yer bet 'e's sorry for it if 'e do," said the man.

The widow paused a moment, with snapping eyes. True to our national weakness, she cried out—"He's sure to beat, is Lafe Barrett! And wot 'e's made his mind up to do, he'll do it. He's an American! There's no such people as Americans anywheres in the world, is what I say to you. Lafe had rather be hung than to give up, when 'e's set his head."

The rest of the mob returned, flinging away their sticks and stones as they came. The town grew slowly quiet; when they had all dispersed to their homes the depression of the lost cause returning heavier than before the brief respite of passion. Within an hour even the dogs had ceased to bark, and then the night was a very calm one, its stillness broken only when a drunken Italian stumbled, singing, through the streets, and fell in a heap on the station platform. It was also a long night, for the people of the Junction were early to bed and late in rising in these idle times. They slept on, when there was a flash of red in the east, and a paler answering flush behind the Mount of the Holy Cross, when the fields at the creek's edge showed a glistering white surface, and the Italians came out of their houses; when the full sunlight broke over the young Western commonwealth, from the cities with their glittering markets, past the ranches where fruit was drying on the vines, climbing the glorious outlines of the country, and finally lighting up the entrances of the shafts in the mining camps.

Barrett's wife came back from the milkman's, in the broad light of that next morning, her stately head bare to the sun, her little pitcher covered with a fringed red napkin. Out beyond the bend an engine whistled, and she paused, straining her neck, till she saw the smoke. "Good-morning, Missis Barrett!" said one of the neighbors, in a sharp, exultant tone. A thin wreath of smoke began to be visible above the foliage along the creek. Two men, in front of the post-office, were intent upon it, and one suddenly perceived the atmosphere of suppressed excitement with which the town had awakened that morning. Something was called across the town, and the men of the place began to pour into the street. Evidently the engine was at a standstill at the tank.

A second whistle! The men behaved as if it were a signal for which they had been listening. The rocks gave back the roaring of the train, and then appeared a sinewy young figure in sooty clothes, rocking and swaying with the sharpness of the curves. Barrett's wife recognized him, and her lips hardened with determination, then whitened for terror, as she looked. The men saw the engineer and began to run toward the railroad, lifting a mighty yell as they went. There was a great cloud of dust, of jeerings, of arms and legs, and the women followed, screaming, at their husbands' heels.

The train had reached the station now, and Barrett and a freeman became visible, trying to run their engine into a switch before the mob should reach them. A deputy sheriff who was with them dodged a brick bat and climbed into an empty coal car, pulling his feet out of reach of the crowd.

"Ead 'is 'off!" screamed a woman

Table with 4 columns: DAY OF MONTH, DAY OF WEEK, COLOR OF VESTMENTS, and HOLY DAYS. It lists the calendar for February 1905, including Epiphany, Septuagesima, Sexagesima, and Quinquagesima Sundays, and various feast days like S. Ignatius, S. Agatha, and S. Valentine.

HOME STUDY BY MAIL Canadian Correspondence College, Limited TORONTO, CAN. Courses in Agricultural Science, Household Science, Library Science, Advertising, Insurance, Civil Service, Commercial, Industrial and Academic work.

"Come out o' that, Lafe Barrett!" was high up on his engine, displaying a gun in a manner which indicated a no-shy show of authority. He had no sheriff's right, just then, were the Governor just or no. Suddenly the engine began to move, a man sprang to one side, barely escaping the wheels, and Barrett waved his hand to the mob. He was laughing. From the crossing, where she stood signalling with her shawl, Barrett's wife had only a glimpse of his face, with a little blood on it, before a cloud of smoke rolled between them. She was anxious a moment for fear he had not understood; then the wheels began to slacken, and all the passionate feeling of the past twenty-four hours swelled up in her chest in one sob. The deputy sheriff stretched his arms and pulled her into the empty car. She sat on the grimy floor of it, coming slowly to herself, and to the consciousness of only one longing desire, one thing yearned for to the exclusion, even, of the passionate life-long convictions she was about to lay down for Lafe Barrett's sake.

The shriek of the engine woke troops of echoes in the lovely hills, and the air blew and whistled about her head. Then, the smoke slowly lifting, she saw a whole troop of red-winged blackbirds rise from the creek lands and circle above the train. Still she had not a glimpse of his face, and not a look had passed between them since she had him away. "I want to go up on the engine when we get to the station," she told the deputy. The roaring rocks drowned her voice and the man bent his brown ear to hear. "Will you hold my baby?" said Barrett's wife. "I want to see my husband."

They were slowing, now, toward the Tank, and the man held his arms for Barrett's baby, as if he liked to do it, shouting something to the engineer who came and held out his arms to help his wife. Steam was escaping, as he lifted her into the cab, so that neither of them could speak till they found themselves alone, up there, the wheels beginning to move again.

Barrett looked up, a stolen glance from his task. She was looking into his face with a kind of yearning tenderness which the bearing and tending of a child had taught her. To Lafe Barrett, who had no memory of his mother, it was a new and untried delight to be looked at like that. She laid her hand on his. "I feel I must be right by you," she said. "When I see 'em, last night, and I thought—"

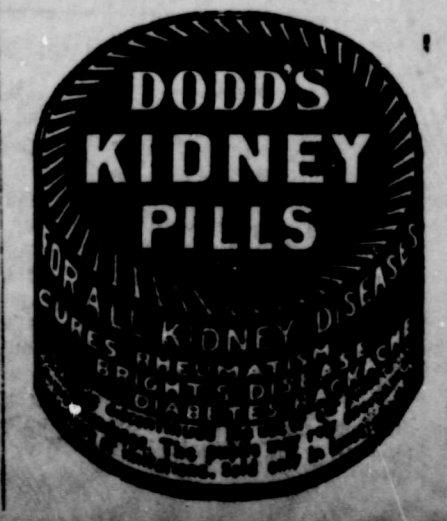
The noise drowned her words. Barrett did not know up till he had brought his engine around the curve, but when he did so, his eyes were wet, and he did not try to conceal it from her. With a leap of the heart she knew some of the things he would say when he came home that night. She was well satisfied to wait for the rest.

They were up in the country of the rocks, now, and caught fleeting glimpses of blue columbine and last year's scarlet hinni-kinnick. "You'll stay up at the camp, won't you?" said Barrett, with his eyes on the track. "Yes, but I'll hate to have you down yonder, alone." She hesitated, and looked at him in a way which would have slaked any man's thirst for praise. "Because, after all that's happened, I wouldn't have you to give up your engine, for nothing."

This was the first fight of the man who subsequently did run his engine, and ran it every day, receiving never a more serious hurt than the bloody scratch which was even then on his face. People of his own way of thinking out in the Rockies count him a hero; those of the other side, an example of monumental stubbornness—but they laughed over the happening themselves afterward. All his fellow westerners consider him a glorious fighter, at least, sure of gallant victory or gallant defeat.

He brought the engine into a siding, at the mine, and called the foreman. "I brought my wife and baby up on this trip," he said with a smile. "Look after 'em a little, will you?"

The long arm of the law can reach around the world. You see. Young lawyers oft to maidens say "You're all the world to me."



The HOME CIRCLE

A MEANS OF DAILY EXERCISE.

As a sex we do not get sufficient exercise to keep us in good trim. We are busy enough, for that matter, but our employments tie us to a chair. Housework is said to be the most healthful of all work because of its diversity and the necessary exercise that goes with it, but even that has been so simplified by suite living in houses provided with elevators that one particular kind of exercise, going up and down stairs, is cut out entirely. One doctor is a foe to elevators on that account, but he has never succeeded in convincing his patients that indulgence is a foe to health. "If you won't walk upstairs," he says in desperation, "walk down, for your liver's sake," and some few follow his advice. Elevators are a habit like street cars. When you can be transferred from your front door to your place of business, you never attempt to walk even a block, but you do not give a thought to the distance that takes you to a car line. In tall buildings elevators are a joy and comfort, but they ought not to be considered for one or two flights of stairs, except by those whose business requires a constant travelling between different stories.

CARE OF BEDDING.

Nothing in a household requires to be more immaculately kept than the bedding. Mattresses need a daily dusting, for it is the nature of ticking to catch and hold fine fluff from the floor and lint from coverings. Thick as the covering is, a good part of this fluff goes through to the inside, so that besides the constant careful brushing mattresses should be taken apart and thoroughly cleaned inside every three years, if not oftener. The pickers who do this work say that clouds of dust rise from the filling of a single mattress while the process is going on. Springs and the framework of a bed should be cleaned every week after the room has been swept. When the bed is made up in the morning, shake and air the blankets and comforters. Heavy double blankets will be much more easily managed if they are cut apart and the raw edge bound to match the other one. Watch all bindings carefully, for they soon become soiled or frayed. Rebinding is so simple a matter that untidy edges should never be permitted to remain. Air blankets out of the house and as often as possible. Sun and air are great purifiers. Dry cleansing is the only proper way to renovate a blanket. Water always mats the wool. Cotton ones stand washing better than any others, but even these should be very carefully dipped and then stretched on a curtain frame to dry. Fashionable Marseilles and "satins." The "satins" are the newest. They look like the Marseilles, but have a different finish and wear even better. These two have already supplanted the dressier bed covers. "Honeycomb," spreads are lighter and easier to do up, but one of the heavier ones will outlast six of these. For every-day wear the latter make less work, however. Down quilts are best for extra covers, and then come wool and cotton quilts or "silk" blankets. The last mentioned are not silk at all, but have that appearance. Sateen is more used for quilt coverings than silk because of the difference in price between the two materials. Air quilts as often as blankets and recover when soiled. The cotton ones can, however, be washed as often as necessary if they are carefully done. Pillows and blankets that get soft usually need new feathers, and assuredly need new ticking. When changing tickings or adding feathers, do so in a tightly closed room, where no air can blow the filling. Feathers make litter enough at best, and unless the head is tied up the wool will catch in the hair most aggravatingly. A pretty way to mark bolster and pillow cases is to work the initials exactly in the centre, just above the hem. Make the letters large and pad them heavily, embroidering with white cotton.

TO MAKE SMELLING SALTS AT HOME.

Every one knows that smelling salts are most refreshing when one is suffering from headache, but not every one knows that they may be easily made at home. Take one gill of liquid ammonia, a quarter of a drachm each of otto of rosemary and English lavender, eight drops each of bergamot and cloves. Put into a stoppered bottle and shake vigorously until well mixed. Fill the smelling bottle with asbestos or sponge cuttings and pour the mixture over them, taking care not to put in more than the sponge will retain, else the ammonia will run out and stain fabrics when the bottle is inverted.

A SICK BABY.

Last summer I saw a baby fade. It was seventeen months old and suffered from a combination of August and stomach and eye-teeth. It grew pale and finally had to be cared for on a pillow. The mother thought the sea air might be too strong, so she carried it inland, but the doctor sent it back. No one expected the child to live. An experienced grand-mother, who was a guest in the house, advised a change of food. This was what was tried with the best results. A piece of fat from a lamb's kidney was boiled in a quart of milk. The fat was the size of a plumb. Every particle of the fat disappeared and became a part of the milk. There was no fat caked on the top of the milk nor on the bottle. This was fed to the child from his bottle and he had no other food with the exception of a raw egg beaten with a teaspoonful of brandy every morning and a teaspoonful of brandy added to his bottle of enriched milk at night. The mother took all the care of the child herself. On this food and with this care, the child thrived, and in a week I saw it dancing a cake walk, holding up its little dress and laughing with renewed strength. I suppose the fat healed the delicate stomach and intestines so its food could be assimilated. He probably needed a "bracer," and this the brandy supplied.

FATHER AND CHILD.

A man is sometimes thoughtlessly careless and inconsiderate in the home and if he is shown himself as others see him, he will mend his ways. When he vowed at the altar to endow his wife with all his worldly goods, he was not supposed to mean one dress a year, and a hat in two years. And because he has made such violent love to a girl and sent her so many flowers and pounds of candy, he must not be surprised if she expects some of those attentions after marriage. Nor must he think she will be satisfied with the ancient joke of the man running after the street car.

When Iago was torturing the soul of Othello with tales of Desdemona's infidelity, he tried to comfort his soul by saying, "She had eyes and chose me." A wife may say the same thing of her husband, and yet she likes him to tell her of his love. Even a very young child quickly learns what to expect from the father, and he will meet him on whatever ground the father has mapped out. The man who keeps his child at a distance and has never words of reproof for him, can never hope to win that child's love. The busy man who goes to his work in the morning before the children are awake, and returns at night after they are asleep, cannot get on very familiar terms with them. Some one has told the story of a little boy coming in crying to his mother one Sunday morning. When she asked him what was the matter, he answered: "A man out there slapped me, and made me come in the house." It was the child's own father, but he had seen him so seldom that he did not recognize him. A mother who has been over-indulgent to her child, is often compelled to call upon the father to enforce her commands. A child who is obstinate or refuses to obey, is subdued by the threat, "I will tell father when he comes," until the child begins to think the father a very severe person. This is scarcely just to him, and he does not relish the position of a last tribunal. His ideas of child government may be entirely different, and he may wish to control by love and not by fear, but if he is called upon always to enforce the obedience of the child, he will be regarded as a personage much to be feared. No other such an exalted sensation can come to a man as when he holds in his arms his first-born son. The helplessness of the infant appeals to his tenderness, and his pride is gratified that the name of his race is to be perpetuated. He has dreams of ambition for the boy, and he hopes to see him great beyond anything which he himself has attained.—Maud Murray Miller, in The Pilgrim.

JANE'S COURAGE.

This little incident—it is a true story—occurred some time ago in Philadelphia: The owner of a large retail store gave a holiday to all his employees. Cashiers, foremen, salesmen and women, cash boys and porters, all were invited to spend the day on the grounds of the country seat owned by their employer. Tents were erected, a bountiful dinner and supper were provided, and a band was stationed in the grove, and special trains were chartered to carry the guests to the country and home again.

Nothing else was talked of for weeks before the happy day. The salesgirls, most of whom were young, anxiously planned their dresses, and bought cheap and pretty muslins, which they made up in the evening, that they might look fresh and gay. Even the cash boys bought new cravats and hats for the great occasion. But Jane Elroy felt she could not indulge in any pretty bit of finery. She was the only child of a widowed mother who was paralyzed. Jane was quick and industrious, but she had been but a few months in the store and her wages barely kept her and her mother from want.

"What shall you wear?" said the girl who stood next her behind the counter. "I bought such a lovely blue lawn." "I have nothing but this," said Jane, glancing down at her rusty black merino. "But that is a winter dress. You'll melt! There'll be boating and croquet. You must have a summer gown or else don't go."

Girls of fifteen like pretty gowns. Jane said nothing for a few minutes. "I shall wear this one," she said, firmly. "And I think I will go. Mother wishes it." "But you can't play croquet in that!" "It is always fun to see other people have fun," said Jane, bravely. The day came, bright and hot, and Jane went in her heavy, well-brushed dress. She gave up all idea of "fun" for herself and set to work to help the others find it. On the cars she busied herself in finding seats for the little girls and helping the servants with the baskets of provisions. On the grounds she started games for children, ran to lay the table and brought water for the older women, was ready to pin up torn ruffles or to applaud "a good ball"; she laughed and was friendly all the time. She was surrounded by a cheerful, merry group wherever she went.

ON THE WAY HOME TO TOWN THE EMPLOYER, WHO WAS A SHREWD BUSINESS MAN, BECKONED TO HIS SUPERINTENDENT.

"There is one girl here whose friendly, polite manner is very remarkable. She will be valuable to me as a saleswoman. Give her a good position. That young, sunshiny girl in black," and he pointed her out.

The next day Jane was promoted, and since that time her success has been steady.

The good nature and kindness of heart which enabled her to "find fun in seeing others have fun" were the best capital for her in her business. She had the courage, too, to disregard poverty and to make the best of life, a courage which rarely fails to meet its reward.

WILLIE'S QUESTION.

Where do you go when you go to sleep? That's what I want to know. There's loads of things I can't find out, but nothing bothers me so. Nurse puts me to bed in my little room. And takes away the light; I cuddle down in the blankets warm and shut my eyes up tight. Then off I go to the funniest place. Where everything seems queer. Though sometimes it is not funny at all. Just like the way it is here. There's mountains made of the candy there. Big fields covered with flowers, and lovely ponies, and birds and trees. A hundred times nicer than ours. Often, dear mamma, I see you there. And sometimes papa, too; and last night the baby came back from heaven. And played like he used to do. So all of this day I've been trying to think. Oh, how I wish I could know. Whereabouts that wonderful country is. Where sleepy little boys go. —The Independent.

KITTY CALLED THE POLICE.

A pet kitten belonging to one of the sergeants at the central police station in Pittsburg, Pa., called out all the reserve police force and sent in a riot call, which brought all the officers sleeping in the station, rushing in half dressed. The electric buttons with which the calls are turned in are at the side of the sergeant's desk. The kitty while in the vacant chair at the lunch hour, began playing with the buttons, with the result that both calls were sent in almost simultaneously. Business was slow, but in a minute the officers were started to see two patrol wagons dashing up from the stables, while half-dressed policemen ran in from all directions, carrying the remainder of their uniforms in their hands.

Tommy—I can count up to five on me fingers, can't I, ma? Ma—Yes, Tommy, but don't brag. I saw a little boy no older than you to-day who could count up to fifty. Tommy—Gee whizz! Where did he get all the fingers?—Philadelphia Press.

THE GIRLS OF IRELAND.

There are pretty scenes in Ireland, From Wicklow's magic vales, To where the sweet meandering Moy Divides Tyravley's dales; There are flowers all o'er the meadows, There's honey in her trees, But the pretty girls in Ireland Are fairer far than these. There are charming scenes in Ireland—Killarney's lakes and fells—Her parks, her woods, her mountains, Her deep, romantic dells; Fair Cork's delightful river, And then, O sweet Adare, But the charming girls of Ireland Are fifty times as fair.

There are noble scenes in Ireland, From Mourne to proud Mullree, From Corrib's waves to Ventry's stream, All sparkling pure and free; Oh, crystal are her fountains, That laugh by night and day, But the high-souled girls of Ireland Are purer far than they.

"The truth is mighty and will prevail," quoted the Wise Guy. "Yes," if it isn't suppressed," added the Simple Mug.

CHILDREN'S CORNER

PROPRIETARY RIGHT.

Little Edith had spent an afternoon busily searching with nimble fingers through the soft fur of her pet kitten, says Lippincott's Magazine. When she was through she came to report to her mother. "Oh, mamma," she cried, "I found a little flea on kitty, and I caught it!" "What did you do with it?" asked her mother. "Why, I put it back on kitty again, of course. It was her flea."

HE WANTED TWO.

Master Bobby, whose shoes were getting shabby, was taken to a shoe store to get a new pair. The clerk who waited upon them removed the old shoe from Bobby's right foot and proceeded to try on shoes until finally he found one that suited. Bobby's left foot was entirely neglected by the shoe clerk. As they were leaving the store Bobby suddenly burst out crying. "Why, Bobby, what is the matter with you?" "I want two new shoes!" sobbed Bobby.

THE LOST KITTY.

"Mamma, I can't find Jetty anywhere," said Grace, very mournfully, one morning. Her little black kitten was her dearest pet, and she always looked for it the first thing after coming downstairs. "Oh, I guess she will come," answered mamma, cheerily. "She is probably out playing with some other little cat." But Grace refused to be comforted, and went to school with a very long face. Lessons were no fun that morning, for all the time she had before her the vision of poor little Jetty being eaten up by some awful dog. At noon she ran all the way home, but no frisky little cat came to meet her, and scramble up her dress to her neck, as Jetty used to do. She went all over the house and barn, calling and hunting, but Jetty did not appear. By night poor little Grace was nearly sick with grief for the loss of her pet.

Then big brother Ned came home. Grace brightened up a little, for she had great faith in brother. He could do most wonderful things—surely he would find Jetty. After supper, he took Grace's hand and said: "Let's go for a walk, and you tell me all about Jetty, and where you think she likes to go, and what other kittens she visits, and maybe something will happen."

So they went along the street till they came to a house that was vacant. Here they stopped and sat down on the steps while Ned went on telling a delightful story about a cat he once knew, that would come to his dinner when they rang a bell for him. Suddenly Grace jumped up. "Hark!" she said. They listened, and surely heard a faint "Miaou!" "Kitty! Kitty, kitty, kitty," called Grace. "Miaou!" answered a kitty from somewhere—but where? Ned tried the door; it was locked, of course.

"Do you suppose she is in the house?" asked Grace. "Oh, do let's get a key and try to get it!" "I don't see how she could possibly be in the house," said Ned, "for this house has been empty for months." Another "Miaou!" louder than before interrupted him.

"Oh, where is she?" sobbed Grace. "She'll starve to death." Ned put his head on one side and listened very hard. Then he got up and walked around the corner of the house. "Where are you going?" called Grace.

"Hark!" he said. "Kitty, kitty!" "Miaou! Miaou!" was answered, and Ned dropped quickly on his hands and knees. Grace had followed him, and cried out: "Oh, do you suppose she is down there?" A cellar window was open, and Ned was trying to look down into darkness.

"There is a kitty there," he answered, "but maybe it isn't Jetty." "Oh, it is! I'm sure it is! Oh, how shall we get her? Jetty, Jetty, is that you?" "Miaou—ou!"

"Oh, it is Jetty! I know it is! How can we get her out? Can't you get in and hand her to me?" "Then how should I get out? Besides, it's a deep cellar, and I don't know as I want to jump down into it."

"Well, then, get the key. I'll star here and talk to Jetty so she won't get lonesome." "That's not so easy, little one," said Ned. "The agent's office is way downtown, and he wouldn't be there now, anyway."

"But we've got to get her out! Oh, hear her try to climb up! Poor little Jetty! Brother Ned will get you out some way. I know he will!" "I have it," said Ned, suddenly, and was off like a shot. Soon he came back carrying a length of old carpet.

"Nora is talking yet," he said, laughing, "wondering what I am going to do with her ironing blanket, but I told her I'd bring it right back." Then he lowered it through the window into the cellar, and Grace kept calling: "Kitty, kitty, come, Jetty, come, Jetty!" till kitty did get on the carpet, and then she scrambled up in a hurry. It really was Jetty, and you never saw such a happy little cat as she was when she was all cuddled up in Grace's arms. She purred and purred, and seemed to enjoy being talked to and stroked, as they went toward home.

Suddenly Grace said: "Why, Jetty cat! You never thanked Brother Ned!" "That's a nice way to get out of it," laughed Ned. "You forgot it yourself!" "Well, I thank you now, lots and lots," answered Grace, "and when we get home I'll give you a great big hug."

Then she held Jetty up and made her bow and shake hands, and she purred so loud that Ned said he was sure she meant "Thank you." The whole family stood around and watched Jetty drink her milk when she got home, for they were as glad as Grace that the kitty was found.—Camilla J. Knight in S.S. Times.

A cough is often the forerunner of serious pulmonary affections, yet there is a simple cure within the reach of all in Bickle's Anti-Consumptive Syrup, an old-time and widely recognized remedy, which, if resorted to at the inception of a cold, will invariably give relief, and by overcoming the trouble, guard the system from any serious consequences. Price 25 cents, at all dealers.

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A FEW TESTIMONIALS RHEUMATISM

What S. PRICE, Esq., the well-known Dairyman, says 21. King street east. Toronto, Sept. 18, 1903

John O'Connor, Toronto: DEAR SIR,—I wish to testify to the merits of Benedictine Salve as a cure for rheumatism. I had been a sufferer from rheumatism for some time and after having used Benedictine Salve for a few days was completely cured.

475 Gerrard Street East, Toronto, Ont., Sept. 18, 1901. John O'Connor, Esq., Nealon House, Toronto, Ont. DEAR SIR,—I have great pleasure in recommending the Benedictine Salve as a sure cure for lumbago. When I was taken down with it I called in my doctor, and he told me it would be a long time before I would be around again. My husband bought a box of the Benedictine Salve, and applied it according to directions. In three hours I got relief, and in four days was able to do my work. I would be pleased to recommend it to any one suffering from lumbago. I am, yours truly, (MRS.) JAS. COSGROVE

256 1/2 King Street East, Toronto, December 16th, 1901. John O'Connor, Esq., Toronto: DEAR SIR,—After trying several doctors and spending forty-five days in the General Hospital, without any benefit, I was induced to try your Benedictine Salve, and sincerely believe that this is the greatest remedy in the world for rheumatism. When I left the hospital I was just able to stand for a few seconds, but after using your Benedictine Salve for three days, I went out on the street again and now, after using it just over a week, I am able to go to work again. If anyone should doubt these facts send him to me and I will prove it to him. Yours for ever thankful, PETER AUSTEN

188 King street East, Toronto, Nov. 21, 1903. John O'Connor, Esq., Toronto: DEAR SIR,—I am deeply grateful to the friend that suggested to me, when I was a cripple from Rheumatism, Benedictine Salve. I have at intervals during the last ten years been afflicted with muscular rheumatism. I have experimented with every available remedy and have consulted, I might say, every physician of repute, without perceivable benefit. When I was advised to use your Benedictine Salve I was a helpless cripple. In less than 48 hours I was in a position to resume my work, that of a tinsmith. A work that requires a certain amount of bodily activity. I am thankful to my friend who advised me and I am more than gratified to be able to furnish you with this testimonial as to the efficacy of Benedictine Salve. Yours truly, GEO. FOGG

12 Bright Street, Toronto, Jan. 15, 1902. John O'Connor, Esq., Toronto: DEAR SIR,—It is with pleasure I write this word of testimony to the marvelous merits of Benedictine Salve as a certain cure for Rheumatism. There is such a multitude of alleged Rheumatic cures advertised that one is inclined to be skeptical of the merits of any new preparation. I was induced to give Benedictine Salve a trial and must say that after suffering for eight years from Rheumatism it has, I believe, effected an absolute and permanent cure. It is perhaps needless to say that in the last eight years I have consulted a number of doctors and have tried a large number of other medicines advertised, without receiving any benefit. Yours respectfully, MRS. SIMPSON

7 Laurier Avenue, Toronto, December 16, 1901. John O'Connor, Esq., Toronto, Ont.: DEAR SIR,—After suffering for over ten years with both forms of Piles, I was asked to try Benedictine Salve. From the first application I got instant relief, and before using one box was thoroughly cured. I can strongly recommend Benedictine Salve to any one suffering with piles. Yours sincerely, JOS. WESTMAN,

241 Sackville street, Toronto, Aug. 15, 1902. John O'Connor, Esq., Toronto: DEAR SIR,—I write unsolicited to say that your Benedictine Salve has cured me of the worst form of Bleeding Itching Piles. I have been a sufferer for thirty years, during which time I tried every advertised remedy I could get, but got no more than temporary relief. I suffered at times intense agony and lost all hope of a cure. Seeing your advertisement by chance, I thought I would try your Salve, and am proud to say it has made a complete cure. I can heartily recommend it to every sufferer. JAMES SHAW. Toronto, Dec. 30th, 1901.

DEAR SIR,—It is with pleasure I write this unsolicited testimonial, and in doing so I can say to the world that your Benedictine Salve thoroughly cured me of Bleeding Piles. I suffered for nine months. I consulted a physician, one of the best, and he gave me a box of salve and said that if that did not cure me I would have to go under an operation. It failed, but a friend of mine learned by chance that I was suffering from Bleeding Piles. He told me he could get me a cure and he was true to his word. He got me a box of Benedictine Salve and it gave me relief at once and cured me in a few days. I am now completely cured. It is worth its weight in gold. I cannot but feel proud after suffering so long. It has given me a thorough cure and I am sure it will never return. I can strongly recommend it to anyone afflicted as I was. It will cure without fail. I can be called on for living proof. I am, Yours, etc., ALLAN J. ARTINGDALE, With the Boston Laundry.

BLOOD POISONING

Corner George and King Streets, Toronto, Sept. 8, 1904. John O'Connor, Esq., Toronto: DEAR SIR,—I wish to say to you that I can testify to the merits "of your Benedictine Salve for Blood-Poisoning. I suffered with blood poisoning for about six months, the trouble starting from a callous or hardening of the skin on the under part of my foot and afterwards turning to blood-poisoning. Although I was treated for same in the General Hospital for two weeks without cure, the doctors were thinking of having my foot amputated. I left the hospital un cured and then I tried your salve, and with two boxes my foot healed up. I am now able to put on my boot and walk freely with same, the foot being entirely healed. I was also treated in the States prior to going to the hospital in Toronto, without relief. Your salve is a sure cure for blood-poisoning. MISS M. L. KEMP. Toronto, April 16th, 1903.

DEAR SIR,—It gives me the greatest of pleasure to be able to testify to the curative powers of your Benedictine Salve. For a month back my hand was so badly swollen that I was unable to work, and the pain was so intense as to be almost unbearable. Three days after using your Salve as directed, I am able to go to work, and I cannot thank you enough. Respectfully yours, J. J. CLARKE. 72 Walseley street, Ctr. Toronto, July 21st, 1902.

DEAR SIR,—Early last week I accidentally ran a rusty nail in my finger. The wound was very painful and the next morning there were symptoms of blood poisoning, and my arm was swollen nearly to the shoulder. I applied Benedictine Salve, and the next day I was all right and able to go to work. I. O'BRIEN, 34 Queen street East.

JOHN O'CONNOR 188 KING STREET EAST, TORONTO

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THURSDAY, FEB. 16, 1905.

latter days. There are two Catholics in the new cabinet. There would have been two had Mr. Ross won, for Mr. Eanturel would certainly have been taken in. For once in a long time the Anglican minority comes into pre-eminent demand by a cabinet-maker looking round for men. No harm has been done any other denomination, however.
The News has been getting new political light since the election. Increased salaries for the ministers and a salary for the leader of the opposition commensurate with the work of a cabinet minister may possibly be offered as feelers to a self-satisfied public as an experiment in generous politics. Ontario may beware the day when a leader of the opposition accepts a salary from the Government, and the political press is controlled by the corporations and franchise hunters.

CREDIT WHERE DUE.
In connection with an extraordinary incident in this province concerning a priest it must be said for all sections of the press that the opportunity which it presented for sensational writing was not unnecessarily exploited. Publicity was given but not beyond bounds. Indeed the newspapers, one and all, seemed to have regarded the facts in their actual light. The parties themselves sought the publicity of custom. To Catholics only these facts must have been astonishing. The priest in question contracted a legal marriage with a young lady who had only been a Catholic for a short time. But the press has done a service to Catholics themselves by showing that not once in a century does such a thing happen and that it cannot happen without attracting widespread publicity.

IMPERIAL PARLIAMENT.
The opening of the Imperial Parliament on Tuesday was signalized by two propitious circumstances, the activity of the Irish Party and the collapse of Mr. Chamberlain's boom. The Irish Party had a strong rally and resolved upon an energetic sessional campaign. The mover and seconder of the address chosen by the Government ignored Mr. Chamberlain's colonial conference scheme and when taxed for an explanation later in the evening, Mr. Balfour replied that the fiscal question was "entirely irrelevant." But wait until Mr. Chamberlain's turn comes to take revenge for this "throw down." The ex-Colonial Secretary was never able to fight a losing fight at any stage of his career. His natural disposition when things are going against him is to whip out his knife and slash around among his own crew. He is apt to do some admirable carving upon Mr. Balfour. In the meantime the fiscal campaign has collapsed in the country and the Liberals are anxious for an appeal to the electors.

EDITORIAL NOTES
Mr. Devlin, the Liberal Candidate, has been elected in Wright County in the place of Sir Wilfrid Laurier, who was elected in two constituencies at the general election. Mr. Devlin's majority is over 140. The seat was previously held by Mr. C. R. Devlin. Sir Wilfrid simply held it for an Irish Catholic representative.
Amongst other sufferers from influenza which is very prevalent in Rome, is his Eminence Cardinal Sattoli, whose attack was followed by pneumonia, which brought about a most serious condition of illness. Happily the crisis is now past, and the Cardinal is on the way to recovery.

Another English noble family seems destined to be associated hereafter with the Catholic Church. There was baptised at St. Mary's, Cadogan Square, London, by Father Bernard Vaughan, the infant daughter of Lord and Lady Bagot. Lord Bagot belongs to a well-known Protestant family, but he married a year ago Miss Lillian May, of Maryland, a Catholic. The dispensation was granted on the usual condition, that the children of the union should be bred in the Catholic faith, and Thursday's ceremony saw the first fulfilment of the undertaking. Lord Edmund Talbot was one of the sponsors.

Amongst the many ceremonies that take place in Rome, there is one which has always attracted the attention of a large number of persons. This is the blessing of the Golden Rose, which takes place on the fourth Sunday of Easter, "Laetare Sunday," as it is called, and which is sent in gift by the Pope to some sovereign or other person who has deserved well of the Church. The Golden Rose is a very ancient institution. Popes have been sending it at intervals to distinguished personages from the 12th century downwards. Though it now consists of a splendid rose-tree standing in a beautifully formed vase, and having four or five rose-bearing branches, diverging from a common stem, it

was sometimes only a tiny single rose, without branch or foliage. At other times it was a magnificent piece of goldsmith's work, with branches, foliage, and thorns; or, again, a bunch of roses adorned with pearls, sapphires, and other precious stones. The symbolical rose recalls to the Sovereigns or other distinguished persons to whom the Holy Father sends it that they should render themselves worthy, through their virtues, of the rank in which Providence has placed them.

UNDENOMINATIONAL EDUCATION
What is undenominational education? Its shouters are in the habit of describing it as education free from sectarian influence. The London Tablet publishes a singular example of the freedom of education of the professed undenominational stripe. It appears that in the County of Hertfordshire there is a Secondary School known as "The College, Bishops Stortford." Its title originally was "The Nonconformist Grammar School." Though it has changed its title, its character remains the same. It is a grammar school conducted by Dissenters mainly for the sons of Nonconformist parents. Protestant Episcopalians go there in some numbers, but the Nonconformist management has not changed. Nevertheless, it has successfully established its claim to a share of the Hertfordshire County Council grants in aid of secondary education. There happened to be among the teachers of this rate-aided Grammar School one Mr. Kitchener. He had what the Governors describe in a letter as "the most important and most difficult work in the school, that of laying the foundations upon which the other masters would build." He "proved his ability as a schoolmaster by the way which he dealt" with his difficulties. "What, perhaps, is most to the point is that he has constantly improved his methods, and his ability and skill as a teacher have steadily grown." Mr. Kitchener, when he was engaged by the Governors, was a Protestant Episcopalian. But during his term at Bishops Stortford he came to the conclusion that the Catholic Church was the true one, and he accordingly asked to be received into it, and was so received. Being "aware" that it was "a well-known principle amongst Nonconformists that no religious tests should be applied to teachers," he thought he was exercising the ordinary rights of the Bishops Stortford Staff in following his conscience. He was soon, however, made "aware" that the well-known principle is merely kept for controversy, not for practice. On the 30th of November he received a letter from the Headmaster, a Mr. Young, informing him of "a very persistent rumor in the town," that he (Mr. Kitchener) was a constant attendant at the Roman Catholic Church, and had even become a member. Mr. Young asked for Mr. Kitchener's authority to contradict this damaging rumor. Mr. Kitchener being asked "about his private personal faith," which he thought was his own concern as a member of the staff of a rate-aided school under Nonconformist management, replied that he had become a Catholic. By return of post came a demand for his resignation, "I think it must be plain to you that the position of a master holding the Roman Catholic faith in a school of this character is an utterly impossible one," wrote Mr. Young. The prescribed Papist could not see it, and refused to resign.

His refusal had the result of eliciting the most valuable expose of the principles upon which Nonconformist schools are practically based and conducted, and to which teachers are expected to "conform" even when public money is asked and obtained for their support. Here is Mr. Young's explanation of the principles: "You were engaged by me as a Protestant; you were engaged not merely to teach secular subjects, but Scripture also; still more, you were engaged not only as a teacher, but as one who would enter into the whole of the school life and be in sympathy with all the ideals the schools had before it; and I am more than surprised that you should have thought it possible to continue your mastership without informing me of the step you contemplated taking, and while keeping me in ignorance of the step when it had been taken. That the school was founded with very definite religious aims, that parents have been asked to send their sons here because those are our aims, is a fact of which you cannot possibly have been ignorant; and that the presence of a Catholic master is absolutely inconsistent with those aims is so obvious as scarcely to need stating."

Mr. Kitchener explained that he had no difficulty about continuing the Scripture Lessons as Scripture Lessons are understood in Nonconformist Schools. "My teaching of Scripture," he wrote, "has been confined to Bible History—chiefly that of the Old Testament, as portrayed in the lives of its Kings and Prophets. I have taken it from the purely historical point of view, always having in my mind the impression that it was the only method permissible in Nonconformist Schools." The explanation was insufficient. Five days later he received a communication dismissing him from his post, and paying him an extra term's salary in lieu of notice.

L.C.B.U. Condolece
Whereas it has pleased Almighty God in His infinite wisdom to remove from our midst our beloved and esteemed Brother, Chas. Rogers, he it resolved that we, the officers and members of Branch No. 1, L.C.B.U., of Canada, while bowing in humble submission to the divine will of our heavenly Father, beg to extend to the relatives of our deceased member our heartfelt sympathy and earnest condolence in this their sad hour of bereavement.

And we pray that Almighty God will have mercy on his soul.
R. SCOLLARD, W. P. OSTER,
President, Rec.-Secy.

In the Indian missions of the Northwest of Canada there are 6,500 Catholics, attended by 28 missionaries. There are ten schools in which the boys and girls are instructed in useful employments.

NEW FRENCH PREMIER
The successor of M. Combes as President of the Council—namely, M. Maurice Rouvier—is the oldest Parliamentary hand in the new Cabinet. He is one of the men whom Gambetta brought to the front, and he has been before head of the Cabinet, and frequently Minister of Finance, always allowing himself a good general politician and a most capable calculator for figures are his special domain. He began life as a clerk in the office of a Greek merchant and shipowner at Marseilles, and in spite of much opposition from enemies, which would have made a weaker man wince, he has kept it. He nearly went down in the Panama crisis, but came up smiling after temporary submersion, as no Government could afford to lose his services as a financial expert and a balancer of always complicated budgets.

PERSONNEL OF THE CABINET
As to the other Ministers, they are comparatively new men, with the exception of the head of the Foreign office, M. Delcasse, who is another indispensable man, and retains his post. The retired Ministers are doing their best to avoid deserved oblivion. M. Combes has been at a banquet given by his hanker, the great commercial politician, M. Mascuraud, who lately crept into the Senate. M. Mascuraud, in his speech eulogised M. Combes as the greatest statesman who ever lived. M. Combes pretended to be in such good humour and gaiety, after having throwing off the trappings of office, that he abstained from attacking Clericalism and Nationalism. Before leaving office the old man took care to provide posts for his relatives. His son Edgar, who was his private secretary in office, becomes State Councillor at a cost to the country of 18,000 francs (or £720) a year. Edgar's father-in-law, M. Jossier, becomes Treasurer-General at Versailles, a post in which he will receive over £2,000 a year. The other Ministers did not do quite so well for their friends. It was erroneously stated that M. Camille Pelletan, ex-Minister of Marine, had got his wife, a former school-mistress appointed to a post of Inspector on the Education Board at a salary of £800 a year. Madame Pelletan is not getting anything so good. She will probably assist her husband in his journalistic work, as he will have to go back to the Press, for something to add to his pound a day as a Deputy. M. Camille Pelletan succeeded at the French Admiralty by another civilian, the man with the English name, M. Thompson, or Thomson. This gentleman is an Algerian Hebrew, who was brought to the front by Gambetta. When the latter started the "Republique Francaise," young Thomson was one of his most alert Parliamentary and general reporters and writers. In 1877 Mr. Thompson became Deputy for Constantine, and in some way or other acquired a reputation for acuteness in finance and knowledge of naval matters. His financial ability is perhaps due to his ancient Eastern origin, but it must be said that he obtained the first rudiments of his knowledge of naval matters by his numerous trips across the Mediterranean. And he is now ruler of the French Navy, although he is an out-and-out landsman, with a theoretical knowledge of battleships, like his journalistic predecessor.

CATHOLICS AND PARIS UNIVERSITY.
Mr. Brunetiere, editor of the "Revue des Deux Mondes," and member of the French Academy, having been excluded, as a militant and influential Catholic, from professing in the Paris University, is now a free lecturer. M. Brunetiere ought to have become head of the College de France, but the Combes Ministry passed him over. After all, he will lose very little by this for his books always command a good sale, his free lectures bring profit, and he has his editorial position, with its emoluments. His first free lecture was delivered under the auspices of the Society of Conferences on the Boulevard St. Germain on Wednesday. He spoke on the Encyclopaedists D'Alembert and Diderot and their work, which still as the lecturer pointed out, largely influenced Frenchmen, although less was written for the Grande Encyclopaedia in France than elsewhere. The remarkable feature of the lecture was the crowd attending them. There were members of the academy, deputies, leaders of society, Princess Lucien Murat, the Countess of Claracourt, and the Marquise de Vogue, Nationalists, and even determined enemies of the lecturer like M. J. Ernest-Charles, the critic, who went to sneer, as usual, at a politician who does not happen to be silly enough to believe that M. Combes is the greatest statesman who ever lived, and that he has done more for France than any of the "warrior kings of old" or anybody else. Of course M. J. Ernest-Charles has also a great grievance, inasmuch as Brunetiere has the reputation of being a profound critic, whereas there are people who rate J. Ernest-Charles as a superficial man.

One Hundred Priests to Gather
Windsor, Ont., Feb. 12.—The semi-annual conference of the Catholic clergy of Essex and Kent Counties will open here to-morrow night. The meeting will be one of the largest ever held in the city, and nearly one hundred priests will be in attendance. Bishop F. P. McEvay, London, will preside, and Rev. Father Ferguson will be the examiner. The subjects to be taken up at the conference will be Church history and theological matters. Tuesday evening Rev. Diocesan Meunier, Vicar-General of the Diocese of London, will tender the visiting clergy a dinner at the Parochial Home.

Bishop-Elect Scollard in Toronto
The Bishop-elect of Sault Ste. Marie, Dr. Scollard, is at present in Toronto. He went into retreat at St. Michael's College on Wednesday and will stay here until he leaves for Peterborough. As already announced, his consecration takes place on

An Irishman asked a Scotchman one day why a railway engine was called "Bo." Sandy replied: "Perhaps it's on account of the horrible noise it makes when it tries to whistle."

OBITUARY
DEATH OF MR. M. LYNCH.
At his late residence, 34 St. Clara's avenue, on Monday evening, Feb. 13th, the death occurred of Mr. Michael Lynch. The deceased, who was an old and respected employee of the Grand Trunk Railway, had been ill for a long time before death came to his relief. Mr. Lynch is survived by a widow and one daughter. The funeral takes place from St. Helen's church this morning (Thursday) to St. Michael's Cemetery. R. I. P.

THE LATE MR. M. DEEGAN.
Among the almost sudden deaths is that of Mr. Michael Deegan of St. Helen's parish, who died a few days ago at the residence of his sister, with whom he made his home, after a short illness of only three days' duration. Deceased, who was in the prime of life and a man of robust and healthy appearance, gave no indication of the early demise until shortly before the end. He died fortified by all the rites of the Church. The funeral took place from St. Helen's to St. Michael's Cemetery.

MRS. JOHN KANE.
On Dec. 31 the death occurred of Ann Cayley, beloved wife of Mr. John Kane, 38 Donegal street, Montreal. It was painful suddenness that the end came, for deceased had only been ill about ten days. Her kindness of heart, her charity, in short, her many noble qualities endeared her to all with whom she came in contact. Besides her husband, Mrs. Kane leaves two daughters to mourn the loss of a devoted wife and loving mother. The service took place at St. Ann's church.
Rev. Father Strubbe received the body. He also sang the solemn Requiem Mass, with the Rev. Fathers Reitelv and Trudel as deacon and sub-deacon respectively.

DEATH OF MISS MARIA MORAN.
Many will be shocked to learn of the death of Miss Maria Moran, which took place at St. Michael's Hospital at 4 o'clock on Tuesday morning, after having undergone an operation a few days previously. Though it is now known that the deceased lady must have suffered much and for a long time, yet so hopeful was her disposition and so strong her will, that she was able to continue her work until about two weeks before the end. For a number of years Miss Moran had charge of a department at W. A. Murray & Co's, and in this way was widely known throughout the city. Born in Ireland, she had come to this country when a child, and the greater part of her life since was spent in Toronto. The care of an invalid mother claimed her most devoted attention until about eight years ago, since which time she had availed herself of every opportunity to help those who came in her way. The number of girls who in the course of a business career crossed her path and always found her ready sympathy and assistance is indeed large; her life was filled with good deeds; she loved to do good by stealth and those who knew her intimately speak of her as a woman noble and grand. Miss Moran was ever a fervent and practical Catholic, and her death was in keeping with her life. She was the only survivor of her family. The funeral took place this morning (Thursday) from the home of Mrs. McCarron, 132 Mutual street, to St. Michael's Cathedral, thence to Mount Hope Cemetery. May she rest in peace.

DEATH OF JOHN VASEY.
There passed away at his home in the Township of Sullivan, on February 2nd, one of the oldest pioneers of Grey County in the person of John Vasey. Deceased was born in County Mayo, Ireland, in 1828, came to Canada with his parents when a boy, lived in Thorold until 1847, when the family moved to the Township of Sullivan, then a wilderness, and at a time when bold efforts were made to prevent Catholics from taking up land and making homes for themselves in this neighbourhood. He being the oldest son, had to contend with all the disadvantages and hardships of pioneer life, and on many occasions was obliged to carry provisions for the family all the way from Owen Sound, a distance of twenty miles. Before there was a Catholic church in this section of country, the few Catholics who lived here would meet the missionary priest who might come this way and receive religious consolation in his father's log house in the woods. When it was decided to build the first church at what was then called Griffin's Corners (now Dornoch) the deceased was one of the first men to undertake the work and gave freely of his time and means until the little log church was completed. From then until he had the proud satisfaction of seeing the present beautiful brick church erected, he was one man that could always, and at all times, be depended upon to give a helping hand, as he never failed to give proof of the faith that was in him, and always took pride in declaring himself an Irishman. He was generous to a fault and many a weary traveller partook of his hospitality which was a pleasure to him to extend to everyone regardless of their creed or color. He was married to Miss Charlotte Adams by Rev. Father O'Reilly at Dundas in 1853, and a family of ten children, six sons and four daughters, blessed their union, three of whom preceded their father across the Great Divide. There remains to mourn his loss, a sorrowing wife, one brother, four sons, John, Joseph, James and George, and three daughters, Mrs. Travers and Mrs. O'Connor of Sudbury, and Mary at home. Rev. Father Buckley, who has been his spiritual adviser for years, attended him in his last illness. With his wife, his brother William, his son James and his daughter Mary at his bedside, his soul took its flight, and let us hope that it received the favorable sentence of "come ye blessed of my Father, possess the kingdom prepared for you."

The funeral took place on February 4th to the Catholic Cemetery at Dornoch, and the large concourse of friends and neighbors who followed his remains to its last resting place was proof of the respect in which he was held, some having driven twenty miles with the temperature 24 degrees below zero to pay their last tribute to an old and respected friend. Rev. Father Buckley celebrated High Mass and conducted the

services at the grave, and then the earth closed in on all that was mortal of him who will long be remembered by those who knew him best, for his whole-souled hospitality May his soul rest in peace.

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The Golden Rose
The Marquis MacSwiney of Mashanaglas, who was appointed by the Holy Father Pope Pius X., together with the Commendatore MacNutt, to accompany Cardinal Vincenzo Vannutelli on his recent visit to Ireland, has treated very fully of the Golden Rose in a work which he has lately published on Portugal and the Holy See. This rather important work treats specially of the Golden Roses sent by the Popes to the Kings of Portugal in the 16th century. The author in his introduction notes that the history of this illustrious gift which, with the Sword of Honor and the Ducal Cap, figures in the first rank of Pontifical distinctions reserved to the members of Sovereign families and to the champions of the Faith, has given occasion to a complete special literature, and will undoubtedly continue to attract the attention of inquirers and scholars until the obscurity which surrounds its origin will be thoroughly cleared away.
In the particular cases of the Roses given by the Popes, continues the learned author, to the members of the Royal Family of Portugal in the course of the 16th century, the fact that grave interests and profoundly considered arrangements underlay what appeared to be acts of pure courtesy, is unmistakably demonstrated. "In fact, each Rose sent by a Pontiff to one of the Portuguese Princes during that heroic period marks, so to say, an achievement of the grandiose military and religious epic which, under the auspices of the dynasty of Aviz, was developed throughout the world in an almost improbable series of discoveries and conquests, of the civilizing and evangelizing of distant or heretofore unknown regions."
Marquis MacSwiney relates the events that merited the honor of the Golden Rose with a vivacity and brilliancy quite attractive. Even the ordinarily dull details of diplomatic history, depending on documents of one kind or another, equally difficult for the hurried reader to comprehend, become comparatively light and easily understood by his clear and effective method of describing them. The work is in French, and permeated with the clearness that characterises good work in this language.

"A Bit of Old Ireland"
The above is the motto inscribed on a post card which has lately reached Mr. V. P. Fayle of this city, and the words as applied to the card itself are literally true, it being made from peat produced in the famous bog of Allen and manufactured in the Celbridge Paper Mills, County Kildare, Ireland. The card is, of course, a veritable curiosity. "A bit of turf" has long been regarded as something sacred to the exile from Ireland, but the treasured morsel of brown bog had never any particular utility attached to it apart from its use as the nurse of patriotic sentiment. Now we have it in the form of an artistic card shimmer and harp adorn its surface and across its face is written the message "In fortune and fame we're bound by stronger links than steel," while further down we read:
I was a sod of turf,
But now am paper brown,
And used for wrapping parcels
In every house in town.

The evolution of paper from turf is due to a Mr. Calendar, an American, whose venture is proving a great success. Mr. McGinty, a nephew of Mr. Fayle, is one of the managers in the fast becoming famous Celbridge Paper Mills, and the heretofore considered disastrous bog of Allen seems likely to prove a blessing in disguise to the land that gave it birth. The card may be seen at the office of The Catholic Register.
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HON. JOHN COSTIGAN

Bounds the Seventieth Year of His Age—Associated Therewith is an Event Which Must Ever Live in His Memory

On Wednesday, 1st inst., Mr. John Costigan, widely known as "Honest John," who for a period covering forty-four years has uninterruptedly represented the united counties of Victoria and Madawaska in the Province of New Brunswick, rounded off in the very best of health, and of spirits, the number of years spoken by the Psalmist, and the occasion was taken advantage of by a large number of personal and political friends to render it one worthy of commemoration.

Mr. Costigan has received many testimonials of public and private appreciation of his fine qualities of head and of heart, but the culminating point may be said to have been reached on Wednesday night, 1st inst., as an immense gathering of his personal and political friends met in one of the commodious rooms in the House of Commons to renew their confidence and their respect through the medium of an appropriate presentation, accompanied with speech and toast, sentiment and song, the event calling for so grand a display of friendship being the completion of the seventieth year of his age.

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sex, Geo. Riley, Victoria City; Talbot of Bellechasse, A. A. Wright of South Renfrew, D. Derbyshire of Brockville, A. L. S. Copp of Digby, Hon. Solicitor-General Lemieux of Gaspe, Jas. J. Hughes Souris, Prince Edward Island, Wm. Hartly of Kingston, T. B. Caldwell of North Lanark, R. Charlmange, Laurier of L'Assomption, Hon. R. Prefontaine of Maisonneuve, W. S. Calvert of West Middlesex, Wm. Power of Quebec West, Hon. Charles Fitzpatrick, Minister of Justice; Hon. L. P. Brodeur, Minister of Inland Revenue; Hon. H. R. Emmerson, Minister of Railways and Canals; Archibald Campbell of Centre York, etc., etc. Glancing around the spacious room I noticed a number who have not yet found a road leading to parliament, amongst whom I may name the following:

D. O'Connor, M. J. Gorman, John Gorman, Joseph Pope, John T. Walters, R. Quain, C. Pelletier, P. Pelletier, M. Staats, Wm. Kehoe, Wm. Baskerville, Jas. A. Goum, Henry Grey, George Goodwin, P. G. Brophy, J. D. Grace, Editor and Proprietor of United Canada, Wm. McKenzie, Arthur Pinard, H. Robillard, M. F. Walsh, John Connor, P. Mungovan, Samuel Cross, Michael Connolly, James McShane, Montreal; John P. Dunne, J. F. Shaw, Thomas Macfarlane, E. G. Laverdure, A. A. Taillon, W. Hinsworth, M. J. Griffin, parliamentary librarian, M. C. MacCormac, F. B. Hayes, Thos. Mackay, ex-M.P. North Renfrew; Col. Thompson, ex-M.P., Haldimand; Jas. Stratton, D. Ryan of Buffalo, J. L. Payne, E. P. Stanton, P. H. Hartly, Maurice Bennett, Joseph Kavanagh, R. Steckel, W. Kearns, John Heney, J. J. Heney, Dr. Freedland, Dr. Dowling, Dr. Rogers, R. M. Coulter, John Byrne, Ralph Slattery, Denis Murphy, D. J. McDougall, M.P.P., Geo. S. May, M.P.P., C. E. Mitchell, James White, President Ottawa Reform Association; Thomas Lindsay, D. C. F. Bliss, Walter Armstrong, H. D. Armstrong, John P. Hanlan, J. L. P. O'Hanly, Sir James Grant, Geo. O'Keefe, Charles Murphy, Lt. Col. H. Smith, W. Bouvier, T. A. Beaumont, F. Cook, James Corry, and Thomas McCabe. There were clergymen there also, amongst whom I noticed Rev. Dr. O'Boyle and Father Sloan of St. Bridget's Parish. It must not be imagined that the parliamentary representatives who attended to manifest their feelings towards an old associate were all of the Grit persuasion. Indeed there was a good sprinkling of Tory stalwarts, amongst whom I may name Hon. John Haggart of South Lanark, F. D. Monk of Jacques Cartier, J. G. H. Bergeron of Beauharnois, Gilbert W. Ganong of Charlotte, N.B., Robt. D. Wilmont of Simbury and Queens, N.B., E. F. Clarke of Toronto, and Geo. H. Perley of Argenteuil.

A table well loaded with seasonable delicacies never fails as an element of success in social functions. That its potency in bubbling up good nature to the highest point which it can reach was well understood by those who had in view the success of the event of which I am writing was amply demonstrated by the groans of a table as it bore up against a huge assortment of tempting delicacies and tempting viands.

And now the intellectual feast commences as Sir Wilfrid Laurier, in his happiest vein, begs Mr. Costigan's acceptance of a cabinet of solid silverware which was the hearty gift of his colleagues in the House of Commons. Sir Wilfrid closed a felicitous speech by saying that it was with pleasure he acted as spokesman for Mr. Costigan's many sincere friends.

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THE CONSTITUTIONAL CASE

Hon. Senator Scott Presents the Facts with Regard to Schools in the Territories.

The Hon. Senator Scott, Secretary of State, has prepared a valuable paper giving a brief history from official sources of the legislation affecting separate schools since the year 1863 in the united provinces of Canada and in the Dominion since confederation. The legislation of 1863 concerns the bill to amend the law respecting separate schools in Upper Canada in which Mr. Scott, then a leading figure in the assembly, took a foremost part. Following this Senator Scott presents extracts from Confederation debates covering the powers conferred upon local legislatures to make laws respecting education, together with the portions of the British North America Act of 1867 dealing with the education. The education clause in the Manitoba Act appears in full and an extract from the House of Commons Hansard of 1870 quoting the debate and division on the motion for the adoption in the Parliament of Canada of the Manitoba Act.

The most interesting portions of the pamphlet reproduce Hansard showing the reasons why separate schools were established when granting a constitution to the Northwest Territories. The educational clause as introduced in committee, was fully debated; but the Bill passed through the House without any opposition.

Not a single observation is to be found in the debate intimating that any one member dissented to the educational clause.

In the Senate, on the motion for the third reading by Mr. Scott, Mr. Atkins said: It was opposed to a provision in this Bill. In the 11th clause provision was made for the maintenance of certain schools for Protestants and Roman Catholics separately. He thought it was unwise to introduce anything of this nature into the Bill. He, therefore, moved, seconded by the Hon. Mr. Flint, to strike out all the words after "thereof" in the 11th line.

The following extracts from the debate prove conclusively that it was recognized by both opponents and supporters of separate schools that the Bill was adopting a constitutional principle which could not afterwards be changed.

He thought they should take a lesson from their past experience, and deal with the subject in a fair and liberal spirit. All the Bill asked was that all parties in that new country should have such schools as they chose to establish at their own expense, and that minorities would at all times be safe against the tyranny or intolerance of majorities. That would not be interfering with the just rights of any body or clan; but, on the contrary, it would be guaranteeing the rights of all classes. It would simply be providing, while they had the power to do so, for freedom of conscience with regard to the vexed question of education. It should be borne in mind that the body to which he belonged felt deeply in this question, and would never quietly submit to injustice or oppression in reference to it. That body comprised forty-five or forty-seven per cent. of the whole population of this Dominion, and although they did not possess a fair representation in the Senate in proportion to population, they were still strong enough here and elsewhere to resist injustice and vindicate their conscientious views with regard to this or any other question.

Hon. Mr. Letellier de St. Just said: The Government knew that great difficulties had already arisen in the existing provinces with regard to the school question and it was to prevent these difficulties in the new province that this clause had been introduced. He thought we ought to try as much as possible to legislate for the peace and harmony of all classes, whenever we had the power to do so. He would not say any more, but only express the hope that this House would not accept the amendment of his hon. friend.

Hon. Mr. Ryan argued children should be taught religion, while acquiring secular knowledge; if not so instructed on week days, it would be difficult to inculcate religion at all. The tendency of the amendment was to ignore education altogether. The clause of the Bill did not necessarily involve separate schools, but merely gave the minority, and the majority as well, the right to choose their own schools. It was the duty of this House to see to the protection of the minorities.

Hon. Sir Alexander Campbell, leader of the opposition, said it would be much to be regretted if the amendment passed. The object of the Bill was to establish and perpetuate in the North-west Territories the same system as prevailed in Ontario and Quebec, and which had worked so well in the interest of peace and harmony with the different populations of those provinces. He thought the fairer course, and the better one, for all races and creeds, was to adopt the suggestion of the Government and enable people to establish separate schools in that territory, and thus prevent the introduction of evils from which Ontario and Quebec had suffered, but had judiciously rid themselves.

Hon. Mr. Penny said, though he was not an admirer of the separate school system it had been found necessary, in the interest of peace, to adopt it for Quebec and Ontario, and as a similar agitation for it would naturally arise in the Northwest in the course of time, we might as well settle the matter at once by allowing the creation of separate schools.

Hon. Mr. Brown said he concurred with what had fallen from his hon. friends on the treasury benches, and from hon. gentlemen who had spoken on the amendment, with respect to the propriety of allowing separate schools. But the question was not whether those schools were right or wrong, good or bad, but as to whether it was wise for this country to deal with this question. He quite admitted the importance of the issue which had been raised—whether this matter should be referred to the provinces interested for settlement, or be brought to the Dominion legislature.

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SCHOOLS HONOR ROLL. Distribution of monthly testimonials to the boys of St. Helen's School for January: Form IV.—Excellent—W. Markie, R. Clarkson, F. Hartnett, Good—R. Arkin, F. Riordan. Juniors.—Excellent—C. O'Connor, B. Kearns, T. Colgan, V. Pegg, Good—H. Goodwin, V. Kirby, C. O'Leary.

Archbishop Bourne has approved of a proposal which has been submitted for the erection of an Irish Chapel in Westminster Cathedral to be dedicated to St. Patrick and other Irish saints. The cost is estimated at about £20,000, and the proposal is that this sum should be subscribed amongst the Irish Catholics of Great Britain.

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The Doctor's Marriage

Dr. Reynolds sat in his arm-chair musing. A book was in his hand, but for fully three-quarters of an hour not a leaf had been turned. "What a fool I am," he said, suddenly awaking from his reverie, "to be always losing my time dreaming."

He was an active young man, and in one year, by his skill and energy, had built up a splendid practice in a suburb where he was previously unknown.

During that time he had perused many a chest and written many a prescription, and two thousand pounds stood to his credit at the bank. Impressionable in a high degree, he was much given to day-dreaming, and few of the events of the day failed to appear before his vision ere he retired to a well-earned rest. He was a good Catholic, well instructed for a layman, and deeply interested in the religious movements of the day. His tall, erect figure and his sharply-cut features gave him a manly appearance, and betokened good breeding. Many of these little circumstances did not escape the observations of the local mammas, whose duties to their daughters' future welfare they kept religiously in view. It was even said that many wealthy young ladies, under the presence of looking for the house of an acquaintance who did not exist, invariably found him "awfully nice."

The impression he made on a casual meeting deepened with acquaintance, and you would undoubtedly find him clever, well informed, imaginative and genial.

"No fear, old man," he once said to a would-be suitor, "that I shall ever try to kill myself through melancholia. Doctors may kill their patients, but they rarely kill themselves."

On this evening, however, his natural gaiety does not appear in his looks. Joy and grief come and go, shadow chasing shadow across the generally cheerful countenance. He grew down the Venetian blinds, and instead of putting into immediate execution the resolution still hot from the mint, he abandoned himself to further musing, the prominent figure in his airy castle being that of a girl, young, beautiful and fascinating. Dr. Reynolds was, in fact, head and heels in love. The sensation was not consistently agreeable for he saw that the bravery of the knights of old was needed if he wished to win his lady love. Conscience, which makes cowards of us all, was his determined antagonist.

As he reviewed for the hundredth time his position or predicament, and weighed the arguments for and against the chances of ultimate success, recalling principles that education and later reading had made almost part of himself, he acknowledged it was no good spirit that had brought him to the sick bed of Edward Dunhope. Mr. Dunhope had long suffered from heart trouble, and deeming a provincial town an unlikely place for finding the best medical aid, had removed to a pretty villa situated in a healthy suburb of Sydney. Before he had well settled down, however, in his new home his old complaint troubled him at dead of night, and the coachman was summoned with all haste to call in the nearest medical man. He had not gone far when Dr. Reynolds, Physician and Surgeon, on a red lamp caught his eye, and before many minutes Reynolds, bag in hand, stood beside Mr. Dunhope. The examination of the patient concluded, the doctor was embarrassed by the anxious questions of a beautiful young lady, whose manifest affection for the patient sufficiently indicated that she was his daughter. On his way home Reynolds would have gladly concealed from himself that this was a charming young girl, kind, affectionate, lovable, and rebuking himself for his simplicity, he said: "Reynolds, old man, look out for heart trouble, it will be worse than the old gentleman's."

Subsequent visits to the "Villa Serena" found Mr. Dunhope tending to convalescence, and put the doctor in possession of facts relating to the family, and particularly to the only surviving daughter of the late resident, Clara Dunhope, who was only three, four years the junior of Dr. Reynolds. She was a good, religious girl, had been educated at a ladies' college in New Zealand, and had determined—before her mother had two sisters were shipwrecked off the coast of Australia—to devote herself to missionary work in China. Convinced that the lamentable fatality obliged her to soothe the sorrow and tend the ailments of her father's declining years, she abandoned her intention of going abroad, and contented herself with aiding the foreign missions by generous donations and fervent prayers. The petulance of her father sometimes caused her to waver, but a short period of consideration again reconciled her to the calling which lay so much closer at hand. If sarcasm could dampen her ardor, Clara Dunhope would never be the heroine of an evangelical sermion, or the recipient of the blessings and Bibles of the home agents of the benighted heathen. "Daisy, dear," the old man used to say, "the foreign mission field is an excellent place for old maids, but you should stay at home among the white pagans, for I am told you are handsome, and if you are, you may expect a husband any day, and then, with a knowing smile, 'doctors have been known to make good husbands.'"

At first Clara was displeased with these ungody remarks, but by degrees she became less disturbed, and the idea of one day being Mrs. Dr. Reynolds by no means grated on her feelings.

The doctor's visits to Mr. Dunhope did not recognize the intervals which in the etiquette of the profession, grow longer according as the patient's recovery proceeds.

This circumstance did not escape the vigilance of the servants, who from the beginning were not prevented by fidelity to duty from observing the movements of the young lady, nor from seeing the interest she was taking in the visits of Dr. Reynolds. The course of true love ran smoothly enough to falsify the saying of the unhappy poet who propagated that audacious calumny. The coolness and formality of "Dr. Reynolds" and "Miss Dunhope" by degrees thawed away to the soft and dulcet "Wristle" and "Daisy."

Mr. Dunhope's brother arrived from Queensland to attend a religious gathering and set up at the villa. He was a clergyman of the Congregational Church, and had trained him-

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THE POWER OF A LITTLE CHILD

One of the best stories ever told by the "Poet of the Children," Eugene Field, is the true tale of a pain-strangely obtained.

Everybody was afraid of the old Governor because he was so cross and surly. And one morning he was crosser and surlier than ever, because he had been troubled for several days with a matter which he had already decided, but which many people wished to have reversed. A man, found guilty of crime had been imprisoned, and there were those who, convinced of his penitence and knowing that his family needed his support, earnestly sought his pardon. To all these solicitations the old Governor replied, "No," and, having made up his mind, the old Governor had no patience with those who persisted. So the old Governor was in high dudgeon one morning, and when he came to his office he said to his secretary: "Admit no one. I am weary of these senseless importunities."

Now, the secretary had a discreet regard for the old Governor's feelings and it was seldom that his presence of mind so far deserted him as to admit of his suffering the old Governor's wishes to be disregarded. He bolted the door and sat himself down at his modest desk and simulated intense enthusiasm in his work.

His simulation was more intense than usual, for never before had the secretary seen the old Governor in such harsh mood.

"Has the mail come?" Where are the papers and letters?" demanded the old Governor in a gruff voice.

"Here they are, sir," said the secretary, as he put the bundle on the old Governor's table. "These are addressed to you privately; the business letters are on my desk. Would you like to see them now?"

"No, not now," growled the old Governor. "I will read the papers and my private correspondence first."

But the old Governor found cause for uneasiness. The papers disclosed the imprisoned man, and these private letters came from certain of the old Governor's friends, who, strangely enough, exhibited an interest in the self-same prisoner. The old Governor was disgusted.

"They should mind their own business," muttered the old Governor. "The papers are officious and these other people are impertinent. My mind is made up—nothing shall change it."

Then the old Governor turned to his private secretary and bade him bring the business letters, and presently the private secretary could hear the old Governor growling and fumbling over the pile of correspondence. He knew why the old Governor was excited; many of these letters were petitions touching the imprisoned man.

"Humph!" said the Governor at last. "I'm glad I'm done with them. There are no more, I suppose."

When the secretary made no reply, the old Governor was surprised. He wheeled in his chair and searchingly regarded the secretary over his spectacles. He saw that the secretary was strangely embarrassed.

"You have not shown all," said the Governor, sternly. "What is it you have kept back?"

Then the secretary said: "It is nothing but a little child's letter—I thought I would not bother you with it."

The Governor was interested. A child's letter—what could it be about? Such a thing had never happened before.

"A child's letter! Let me see it," said the Governor, and although his voice was harsh, somewhat of a tender light came into his eyes.

"'Tis nothing but a scrawl," explained the secretary, "and it comes from the prisoner's child—Monckton's little girl—Monckton, the forger, you know. Of course there's nothing in it—a mere scrawl, for the child is only five years old. But the gentleman who sends it says the child brought it to him and asked him to send it to the Governor."

The Governor took the letter, and he scanned it curiously. What a wonderful letter it was, and who but a little child could have written it. Such strange hieroglyphics and crooked lines—it was a wonderful letter, as you can imagine.

But the old Governor saw something more than the hieroglyphics and crooked lines and rude penning. He could see in and between the lines of the little child's letter a sweetness and a pathos he had never seen before, and on the crumpled sheet he found a love like the love his bereaved heart had vainly yearned for, oh! so many years.

As the old Governor looked upon the crumpled page and saw and heard the pleadings of the child's letter, he thought of his own little one—God rest her innocent soul! And he seemed to him as if he could hear her dear baby voice joining with this other's in truthful pleading with the old Governor.

The secretary was amazed when the old Governor said: "Give me a pardon blank." But what most amazed him was the tremulous tenderness in the old Governor's voice and the mistiness behind the old Governor's spectacles as he folded the crumpled page and put it carefully in the breast pocket of his greatcoat.

"Humph!" thought the secretary, "the old Governor has a kinder heart than any of us suspected."

When the prisoner was pardoned and came from his cell, people gazed at him by the hand and said: "We saved you."

But the secretary knew, and the old Governor, too—God bless him for his human heart!—they knew that a dimpled baby hand opened those prison doors.

"Writter's cramp," with a good many writers, means being cramped for funds.

Owing no man anything may not mean that there is not the milliner and dressmaker to pay.

A woman seldom cares to make a name for herself if she can get the right man to give her his.

A Wide Sphere of Usefulness.—The consumption of Dr. Thomas' Electric Oil has grown to great proportions. Notwithstanding the fact that it has now been on the market for over thirty-one years, its popularity is as great as ever, and the demand for it in that period has very greatly increased. It is beneficial in all countries, and wherever introduced fresh supplies are constantly asked for.

self to a sublime hatred of everything done by what he called the "Roman Church." He made some offensive remarks about Catholics in the doctor's presence. Dr. Reynolds showed that he was not only a member of the Catholic Church, but a well educated and devout follower. The young lady for the first time realized that she was about to join herself with a "Romanist." The shock was not pleasant, and in her mind there arose the difficulty, if not utter impossibility, of giving her hand to Reynolds.

On Reynolds' side the religious difficulty had not till then been seriously considered, but it soon became apparent that if he would wed the only woman he ever loved he should make concessions against which his conscience and his intellect rebelled. To be married in an heretical church by an heretical minister—to allow the children that Providence would send to be brought up in a sect that was opposed to his faith and to the traditions of his family—to risk the salvation of his own soul—these thoughts conflicting with the love of the girl distracted him. At times he felt on the verge of madness. He would sink into the deepest depression, forget appointments, lose interest in his cases, make and unmake resolutions, brace himself up for a struggle against his passion and then sink into despair.

Miss Dunhope, too, was not without worries. Although a most lovable girl, there was deep down in her nature a prejudice against the Catholic Church. She had imbibed it with her mother's milk, and grown up in a Protestant atmosphere. The father, however, being somewhat a man of the world, was not disposed to sacrifice his daughter's matrimonial prospects. So he suggested a compromise—the marriage to take place in the Protestant church, while the religion of the children should depend on the sex—the boys to be Catholic and the girls to be Protestants. Many instances were adduced of the conveniences of such an arrangement, and not a few strong Protestant and Catholic families were mentioned to the lovers, who found satisfaction in the give and take principle. "This world, my children," he said, "is a world of compromise. 'Give and take' is the first principle of civilization."

After much hesitation on both sides, the father's suggestion was adopted. Arrangements were soon made, and three months afterwards a gay party arrived at the door of the Congregational church. Bouquets with streamers, white dresses and merry laughs distinguished the bridal party as one of the brightest and happiest that ever heard a wedding march.

Many years afterwards a distinguished physician was walking the wards of a large hospital in England, accompanied by his wife and the matron. It was winter, and though a mild day for that season, the doctor was clad in a heavy, warm overcoat. A residence of forty years in Australia had unfitted him for a cold climate, and entitled him to a holiday in the old land. He was studying the progress that medicine had made in the chief hospital of his native town.

Glancing at a clinical chart on a patient's bed, he hesitated. The name was familiar, "Christopher A. Reynolds." One look at the sick man, and "Reynolds' habitual torpor suddenly disappeared on hearing his name pronounced by an old and valued friend. Mutual recognition followed. The patient told his story in a few broken sentences, and Prof. Naughten left the bedside of one whose early professional success he had watched with much pleasure. There lay the once respected and skillful practitioner, who, after a brilliant career at the medical school, built up in a few years an enviable practice, while he retained the esteem of his profession.

The next morning he was better and brighter as McNaughten entered the ward, accompanied now by the superintendent, who had read with delight the contribution of Dr. Reynolds to a medical journal published at Vienna, but was not aware that the brilliant scientist was the poor cardiac subject about whose ailments doctors and students were speaking in his presence. After a brief conversation the superintendent departed and as his visitor drew his chair close to the bedside tears gathered in the patient's eyes. "Why don't you despise and spurn me?" were his first words, and he narrated to his friend the riotous life he had lived for several years, drink having finally mastered and degraded him.

"You can diagnose your case infallibly. What led to your destruction?" said McNaughten.

"In one word," was the reply: "it was that marriage. You know how I loved that girl, and how for her I bartered all the cherished be-

liefs of my faith. That was the beginning; you see the end," and he wept. "There was no worldly treasure too good for my wife. I do not blame her. The responsibility is on my own shoulders. In religion there can be no compromise. The faith was stronger in me than I had imagined. Although I grew careless in the practice of my religion, I could not understand my feelings. I knew all my forefathers had suffered for the old faith, the knowledge pressed in upon me. I felt I was a traitor. I would get scapulars and quietly place them on my children's necks. They did not understand, her influence enveloped them; they despised what I held sacred. I tried in vain to suppress my feelings. My wife, poor child, would not listen to reason. She was a slave to her Protestant prejudices and invincible ignorance. Her hatred of Catholicity was intense. Quarrels followed, and misery entered the home. There was no peace. We separated; I neglected my practice, she divorced me and obtained possession of the children, but in spite of all my love for her grew stronger, and that, added to the loss of my children, filled me with despair. You know where men usually seek comfort, I left Australia. Here I am, afraid to face my God."

McNaughten rose. A priest had entered.

Before returning to Australia the professor witnessed his friend's interment, and on the day following he read the announcement in the papers chronicling the marriage of Dr. Reynolds' son at a fashionable Presbyterian church—Catholic Fireside.

LIFE ON THE RAIL IS A HARD ONE

C. P. R. Engineer's Experience with Dodd's Kidney Pills

They Brought Back his Strength When he Could Neither Rest nor Sleep.

Winnipeg, Man., Feb. 13.—(Special).—Mr. Ben Rafferty, the well-known C.P.R. engineer, whose home is at 175 Maple Street, is one Winnipeg man who swears by Dodd's Kidney Pills.

"Long hours on the engine and the mental strain broke down my constitution," Mr. Rafferty says. "My back gave out entirely. Terrible, sharp, cutting pains followed one another, till I felt I was being sliced away piecemeal. I would come in tired to death from a run. My sole desire would be to get rest and sleep, and they were the very things I could not get. Finally I had to lay off work."

"Then I started to take Dodd's Kidney Pills, and the first night after using them I slept soundly. In three days I threw away the belt I have worn for years. Dodd's Kidney Pills cured me."

IN FEBRUARY.

When February sun shines cold There comes a day when in the air The wings of winter slow unfold And show the golden summer there.

Dead ivy on the winter wall Is glowing with an April light, And all the wreckage of the fall Above the snow comes into sight.

By a green rock beneath the pines Are shadows blue along the snow. Above the silent sun the lines Of cloud in white procession go.

A bloom is on the forest tops Of red light bursting through the brown; The ice awakes and silver drops Come through the meadow stealing down.

The sky is hushed beneath the trees Where silence and night have birth I heard the sunset whisper, Peace! Peace, Peace! the gods are on the earth.

For Inflammation of the Eyes.—Among the many good qualities which Parnee's Vegetable Pills possess, besides regulating the digestive organs, is their efficacy in reducing inflammation of the eyes. It has called forth many letters of recommendation from those who were afflicted with this complaint and found a cure in the pills. They affect the nerve centres and the blood in a surprisingly active way, and the result is almost immediately seen.

J. E. SEAGRAM

DISTILLER AND DIRECT IMPORTER OF WINES, LIQUORS AND MALT AND FAMILY PROOF WHISKIES, OLD RYE, ETC.

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EXTRA STOCK ALE

INCORPORATED IN CANADA

MANUFACTURED BY THE JOHN LABATT BREWERY CO. LIMITED

PAN-AMERICAN EXPOSITION

BUFFALO

GOLD MEDAL

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Labatt's Ale and Porter

SURPASSING ALL COMPETITORS

BRANDS

The O'Keefe Brewery Co. Limited

TORONTO.

"PEOPLE WHO USE" OTHER THAN TOMLIN'S BREAD

Certainly are missing one of the luxuries of life. No table is complete without it. Phone for sample Park 55c, or send card to 420 Bathurst street.

THE DOMINION BREWERY CO., Limited

MANUFACTURERS OF THE CELEBRATED

White Label Ale

TORONTO ONTARIO

MISTAKEN IDENTITY.

(By William H. Hamby.)

He was plainly an agent, one could see that in everything, from his smile to the frayed edge of his cuffs.

The merchant who had been yawning undisturbed all day got busy at once. The stranger stood around, waiting, while the merchant bustled about pushing in this and pulling out that.

"May I have a minute of your time?" asked the stranger with a friendly self-accusatory smile.

"No, I'm very busy to-day," answered the merchant very shortly.

"I have something here—said the man reaching under his coat.

"I tell you I'm very busy. Come back some other time," said the merchant impatiently.

"That I am sure will interest you," continued the agent unmindful of the interruption.

"But I tell you I am not interested in it or in anything else," snapped the merchant. "Don't you see I'm busy?"

"It is something that everybody wants," continued the stranger in an untruffled tone.

"But I tell you I don't," declared the merchant, raising his voice.

"My dear sir, when you have seen it," continued the stranger suavely, drawing a package out of his hip pocket, "I am sure you will be interested."

The merchant glanced at him, too angry for speech.

"You see," continued the stranger, smiling and tapping the package, "I have something here that nobody can do without."

"I can," yelled the merchant. "Haven't I told you I don't want anything. Don't want to buy anything, don't want to see anything, and confound it, I don't want to hear anything about your wonderful stuff. Clear out."

The stranger put the package back into his pocket and went out smiling, and crossed over to the other store.

An hour later, while the merchant sat on the platform in front of his store, whittling, he remembered the agent and called across to his competitor:

"Say, Bob, what did that seedy Guy have in that package?"

"Twenty-five-dollar bills," replied the competitor, "and he traded out fifteen of 'em."

The man without an aim in life is generally the one you will find shooting off his mouth.

RICE LEWIS & SON LIMITED

CUTLERY

We have a large stock of the latest patterns in table cutlery.

CARVERS in CASES
DESSERT SETS
FISHERMANS
Etc.

TORONTO

THE ONLY ONE IN THE PARTY

During one of the informal receptions which followed one of the Democratic mass meetings in New York toward the close of the recent campaign a gentleman was introduced to ex-President Cleveland as "Mr. Frank Brooks."

"I am Frank H. Brooks, Mr. Cleveland," said he, "and I am very glad to have the honor of meeting you, as I owe you the only political glory I ever had."

"Indeed," said the ex-President. "And how was that pray?"

"You appointed me consul at Trieste."

"Indeed. And was that an agreeable place to go?"

"I can't tell you," laughed the other. "I didn't go. The salary was not such as I could accept, so you changed the appointment to Consul-General at St. Petersburg."

"That was better," replied Mr. Cleveland. "How did you like that capital?"

Mr. Brooks laughed again. "I did not go there, either," said he. "I was compelled by family reasons to refuse that gift, too."

"Snake hands again," exclaimed the statesman heartily. "I have many notable men in my time, but never before a Democrat who had refused two offices."

A Liniment for the Logger.—Loggers lead a life which exposes them to many perils. Wounds, cuts and bruises cannot be altogether avoided in preparing timber for the drive and in river work, where wet and cold combined are of daily experience, coughs and colds and muscular pains cannot but ensue. Dr. Thomas' Electric Oil, when applied to the injured or administered to the ailing, works wonders.

It is noble, good, and grand to be kind and helpful to those in need. This is all the more true when the person in need is a cripple. I want you to remember this, and always be on the lookout for chances to render such aid.

IF YOU HAVE Rheumatism

where drugs and doctors fail to cure you, write to me and I will send you from a trial package of a simple remedy which cures no end thousands of others, and I then come of over 50 years' standing. This is no humbug or "snake oil" but an honest remedy, which enables many a person to abandon their search and cure.

JOHN A. SMITH, 679 Guelph St., Milwaukee, Wis.

THE PASSING OF THE PINES

A whole volume could be written of the varied fortunes of a Michigan pine from the sprouting of the germ, its slow growth of centuries until the ax was laid at its roots, on through the routine of skidding, hauling, banking, scaling, rafting, cutting and shipping to the time when it entered the station it was to occupy till crumbled by fire or decay back to the dust and obscurity whence it came.

LEGEND OF THE PITCHER OF TEARS. Many days a stricken mother, To her loss unrecalled, Wept, her bitter tears complaining, "Cruel Death has stolen my child."

All alone the child was standing, And a heavy pitcher holding; Swift the mother hastened to her, Close around her arms enfolding.

"Why so sad and lonely, darling?" Asked she, stroking soft her hair, "See the many merry children, Playing in the garden fair."

"Look! They're beckoning and calling, Go and help them pluck the flowers, Put aside the heavy pitcher, Dance away the sunny hours."

From the tender lips a quiver, Fell the answer on her ears: "On the earth my mother's weeping, And this pitcher holds her tears."

"Tears, if they touch the heavenly blossoms, Spoil the flowers where'er they fall, So, as long as she is weeping, I must stand and catch them all."

Wait no longer," cried the dreamer, "Run and play, sweet child of mine; Never more shall tears of sorrow Spoil your happiness divine."

Like a bird released from bondage, Sped the happy child away; And the dreamer woke, her courage Strengthened for each lonely day.

DO WE FORGET? Do we forget when winter snows lie deep Above the beds where our beloved sleep, And we no longer wildly weep— Do we forget?

Because, when comes the holy Christmas tide, And love and joy are scattered far and wide, We check our sighs, and strive our tears to hide,— Do we forget?

Do we forget, because with mute lips pressed To fading pictures, all our love unguessed, Lies locked secure within our patient breast,— Do we forget?

Because, across the widening gulf of years, There comes no loving word to quell our fears, No watchful hand to brush away our tears,— Do we forget?

Do we forget? Nay, in each heart there lies A secret place, where, hid from mortal eyes, Dwells, strong and true, a love that never dies, Nor can forget! —S. O'H. Dickson.

They Drive Pimples Away.—A face covered with pimples is unsightly. It tells of internal irregularities which should long since have been corrected. The liver and the kidneys are not performing their functions in the healthy way they should, and these pimples are to let you know that the blood protests. Parmelee's Vegetable Pills will drive them all away, and will leave the skin clear and clean. Try them, and there will be another witness to their excellence.

Anglo-American Fire Insurance Company

REPORT OF DIRECTORS

Presented at the Sixth Annual Meeting of Shareholders, held at the Head Office of the Company, McKinnon Building, Toronto, on Tuesday the Seventh day of February, 1905.

Your Directors have pleasure in presenting their sixth annual report and financial statement of the Company's business for the year ending 31st of December, 1904, as duly certified by the auditors.

The Premiums for the year ending 31st of December, 1904, less rebates for cancellation ... \$394,430 38 Interest on the Company's Investments ... 5,823 84

Total Income ... \$400,254 22 The Company's net income for the year 1904, after deducting all re-insurances, was \$310,086.50.

Showing an increase of premium income on the underwriting account over the year 1903 of \$46,485.80.

The unadjusted losses at the 31st of December, 1904, amounted to only \$2,378.31 of which \$863.28 was covered by re-insurance.

The Company's net loss for the year amounts to \$316,204.06, including all unadjusted losses.

You will note the very small amount of unadjusted and unpaid losses at the 31st of December.

All claims against the Company have been promptly paid on adjustment.

The large sum paid for losses is accounted for by the fact that the Company suffered by the Toronto Conflagration to the extent of \$166,230.02, exclusive of re-insurance.

Excluding this heavy loss, the loss ratio for the year is only 49.20 which is a very low rate considering that in addition to the Toronto Conflagration the fire waste in Canada for 1904 was excessive.

The Company still confines its business to the Dominion of Canada, although it has received many overtures to write surplus lines in Foreign Countries.

During the year, calls amounting to 30 per cent. were made on the stock of the Company and we are pleased to say, were very promptly met.

Your Directors cannot close this report without referring to the great loss we have sustained by the death of Mr. John J. Long, Vice-President, who had acted in that capacity since the inception of the Company.

Your Directors all retire but are eligible for re-election.

S. F. MCKINNON, President.

Financial Statement for Year Ending 31st December, 1904

REVENUE ACCOUNT. Fire Losses for year paid, net, \$314,689.63. Premium income, \$436,395.27. Less cancellation, 41,965.16. Interest Account, 5,823.84. Balance, 110,579.58.

PROFIT AND LOSS ACCOUNT. Paid Dividend No. 3 (for 1903), \$7,438.27. Written off Office Furniture and Goods' Map and sundry accounts, 2,940.98. Balance from Revenue Account, 110,579.58. Balance to 1905, 12,923.77.

ASSETS AND LIABILITIES. Capital Stock paid in, \$217,085.00. Cash on hand and in Banks (Molson's Bank, Bank of Toronto, Union Bank and Bank of Nova Scotia), \$69,762.51.

SECURITY FOR POLICYHOLDERS. SUBSCRIBED CAPITAL.— Paid on Stock, \$217,085. Balance to pay on Stock, 265,515. Balance from Profit and Loss Account, 12,923.77.

To the President, Directors and Shareholders of the Anglo-American Fire Insurance Company: Gentlemen,—We, the undersigned, having examined the vouchers, checked the bank balances, and audited the books of the Anglo-American Fire Insurance Company for the year ending 31st December, 1904, certify that we have found them correct, and that the annexed balance sheet is a true statement as at above date.

St. Michael's College

Under the special patronage of His Grace the Archbishop of Toronto, and directed by the Basilian Fathers. Full Classical, Scientific and Commercial Courses. Special courses for students preparing for University Matriculation and Non-Professional Certificates.

Loretto Abbey. WELLINGTON PLACE TORONTO, ONTARIO. This fine institution recently enlarged to over twice its former size is situated conveniently near the business part of the city, and yet sufficiently remote to secure the quiet and seclusion so congenial to study.

St. Joseph's Academy

The Course of Instruction in this Academy embraces every Branch suitable to the education of young ladies. In the ACADEMIC DEPARTMENT special attention is paid to MODERN LANGUAGES, FINE ARTS, PLAIN and FANCY NEEDLEWORK.

School of Practical Science

The Faculty of Applied Science and Engineering of the University of Toronto. Departments of Instruction: 1-Civil Engineering, 2-Mining Engineering, 3-Mechanical and Electrical Engineering, 4-Architecture, 5-Analytical and Applied Chemistry.

Shorthand 20 Lessons

Absolutely most complete and up-to-date Methods; position guaranteed; lessons by mail exclusively; no interference with regular occupation; no difficulties; everything simple and clear; endorsed by boards of education and leading newspapers; thousands of graduates; first lesson free for stamp.

THE TORONTO GENERAL TRUSTS CORPORATION

Administers the estates of deceased persons WHO HAVE LEFT NO WILL at such rate of commission as the Court allows, or as may be agreed upon with the interested parties. No Bonds required as in the case of private administration. No unnecessary expense. Family solicitor retained. All inquiries promptly replied to.

JAS. J. O'HEARN PAINTER

has removed to 249 Queen St. W. and is prepared to do Painting in all its Branches both Plain and Ornamental. Cheap as the Cheapest Consistent with first classwork. Solicit a trial.

WESTERN ASSURANCE COMPANY

THE WESTERN ASSURANCE COMPANY FIRE and MARINE. CAPITAL \$2,000,000. Assets, \$3,546,000. Annual Income, 3,678,000. Losses paid since organization, 37,000,000.

ROYAL INSURANCE CO. OF ENGLAND

ASSETS \$62,000,000. DOLLARS. C. Mc. L. STINSON, Local Manager. WM. A. LEE & SON, General Agents.

ATLAS ASSURANCE CO., LIMITED

OF LONDON, ENGLAND ESTABLISHED 1806. CAPITAL \$11,000,000. TORONTO BRANCH, 24 Toronto St. A. WARING GILES, Local Manager.

THE York County Loan and Savings Company

Plans suitable for those desiring to own their homes instead of continuing to pay rent. Literature free. Head Office—Confederation Life Building Toronto. JOSEPH PHILLIPS, Pres.

EXCELSIOR LIFE Insurance Company

Incorporated 1889. Largest and Most Satisfactory in Co's Career. Assets, \$1,250,000.00. New Insurance, 2,333,132.00. In force, 7,501,097.00.

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PATENTS

Anyone sending a sketch and description of an invention is promptly notified of its patentability. Communications strictly confidential. Handbook on Patents sent free. Patent agency for securing patents. Patents taken through MUNN & Co. receive special notice, without charge, in the Scientific American.

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W. J. ELLIOTT, Principal Cor. Yonge and Alexander Sts

In and Around Toronto

ANCIENT ORDER OF HIBERNIANS.

The Degree Team of the above society met in Cameron Hall on Friday evening the 10th inst., Mr. V. W. McCarthy in the chair. Ten new members were received and other routine business transacted, after which a most enjoyable programme was presented. Short addresses were made by Pres. J. J. McCauley and County Pres. Owen, and by Bros. Hinds, Mulqueen, McCarthy and Stewart, the following took part in the musical numbers: Solo, Shamrock, John Corrigan, song, Green Little Shamrock, Bro. Owens, song, Molly Muldoon, Bro. Dempsey, song, Father O'Flynn, Bro. Packenham, song, The Grave of Wolf Tone, Bro. Campbell, selection, Irish Airs, Bro. Richardson, song, The Harp and Shamrock of Old Ireland, Bro. McCauley, song, When Ireland Belongs to the Irish Again, Bro. V. W. McCarthy, song, Off to Philadelphia in the Morning, County President Owen; recitation, Kelly, Burke and Shea, Bro. Stewart. The entertainment was patriotic, choice and enjoyable. The meetings are held on the second Friday of the month. A movement is on foot among the A.O.H. circles of the city to introduce the athletic element by the formation of an athletic society. The movement will probably assume definite form in the near future.

HIGH SCHOOL OUTING.

On Wednesday afternoon the girls of St. Joseph's High School accompanied by the ex-pupils of the school, enjoyed a two hours' ride through the most interesting parts of the city. On their return an appetizing and dainty banquet awaited them. Several members of the school board were present. The affair was pronounced in every way a decided success.

ANNIVERSARY MASS.

Wednesday the members of St. John Berchmans Society in connection with St. Helen's Parish, had an anniversary Mass of Requiem said for one of their deceased members, Herbert McCartney, who died just a year ago.

DEATH OF MISS NELLIE McHUGH.

Miss Nellie McHugh, a young girl of fifteen years, and a pupil of St. Patrick's School, died at the Isolation Hospital from diphtheria, and was buried from that institution on Tuesday of last week. Another child of the same family is still in the hospital. The young girl was well liked by her schoolmates and her sudden death has cast a gloom amongst the scholars. May she rest in peace.

DEATH OF MRS. RICHARDSON.

The funeral of Mrs. Richardson of Queen street west, took place a few days ago from St. Patrick's church. A little son of the deceased is in the hospital and is as yet ignorant of the great loss he has sustained. The circumstances of the case have evoked much sympathy. R.I.P.

VALENTINE DAY.

It is somewhat interesting to note the many customs of Christian times that had their origin in the wish to substitute christian practices for pagan customs. The origin of Valentine Day comes in this category. In the days of pagan Rome, a feast in honor of the goddess Juno was held on February 15th, when the boys of the time held a drawing of the names of their girl friends to which ceremony certain romantic ideas attached themselves. To do away with the heathenish connection, the custom of sending out missives bearing the names of certain saints was introduced; the missives were sent on the day preceding the old feast, and this day, the 14th, happened to be the feast of St. Valentine. The connection so far as the saint was concerned, was purely accidental. That the original idea was never quite obliterated is seen by the little cupid and their accompaniments which still ornament some of the valentines. The only thing gained seems to have been that the practice gained for itself the ostensible, though not always actual, patronage of the Saint. Saint Valentine was a priest and martyr of early Christian times. Refusing to offer sacrifice to the gods he was beaten with clubs and then beheaded in the reign of Claudius the Second, on Feb. 14th, about the year 270. Valentines like Christmas cards are "going out" and in Toronto as in other cities, it is only the very young among the community who patronize the stores where they are displayed.

"RICHELIEU" AT THE GRAND.

"Richelieu," as played by Shea at the Grand last week, was a piece of strong and sometimes exquisite acting. The object of mentioning it in this column is to note the artistic manner in which this and similar representations in which the Church plays an important part, are now presented on the stage. The play in question and "The Cardinal," as played by Wilhard, are proof of this assertion. As produced they are the result of keen and accurate study; every word and gesture, every detail of dress and stage accessories have been conscientiously studied from originals, and the results are a harmony in every instance from the point of orthodoxy, the "Cardinal" might be assailed, this, however, is apparent only to the Catholic eye, and the artistic completeness remains unbroken. In Richelieu, however, the production seems a complete unit, an historical and artistic presentation that leaves nothing to be desired. In the dress, Shea was simply magnificent. The old Cardinal is seemingly at the end of his resources and alto-

gether impotent, he suddenly rises and the frail, yet virile figure enveloped in flowing and gorgeous vestments, grows majestic in person and strength of will and with all the potency of a great spirit possessed of an infallible power, threatens anathema to Louis and his minions, who stand before him as creatures dumb, the effect is simply enthralling. The daily press spoke of the acting of Shea in Richelieu as the finest of the week, which embraced several of Shakespeare's best known dramas. After one of the grand climaxes the actor was recalled six or eight times. The attitude of the audience was something of a study. One portion was altogether enthusiastic, while the other remained perfectly impassive. Why the latter? Only one of two reasons can be adduced, ignorance or prejudice, in most cases it was in all probability the former.

THE THREE "R'S" IN THE SCHOOLS.

As the amalgamated Board of Education has as part of its make-up representatives from our Catholic schools, we are within our right in noting and commenting on its proceedings. Last week we had the somewhat curious experience of finding some of its members asking for a return almost into the days of the three "R's," days which for some time past have been looked upon as belonging to the times when the illumination on things educational was but dim and dark when compared to the strong searchlight of the present. The advocate for this seemingly—though it does not do to speak arbitrarily on the subject—retrograde movement, is Miss Martin the only lady on the Board, and one who is too well known for her conscientious and strong work, not to be given credit for every good intention, in the matter, but the ground upon which she bases her plea seems altogether too weak for sound building. Miss Martin states that many parents complain that their children do not receive nearly enough training in the essentials of education, and it may be added to this that a great many business men make the same complaint. To set matters right, Miss Martin would have the specialists, and any subjects outside the three "R's" taught in centres outside the schools. Fortunately the idea was not favorably entertained. No one can impart knowledge as well as a specialist. To do away with drawing, for instance, in the general curriculum of the schools would surely be a great mistake in the opinion of the majority; the work of the schools in this subject has produced draughtsmen and architects that is, it has laid the foundation for such, and perhaps, too, for professional artists, whom otherwise the world would never have known. The singing lessons have been largely instrumental in diffusing the musical idea and knowledge throughout the community, so that to-day Toronto stands first in Canada, and makes a close run with Boston and other musical cities for supremacy in the realm of music amongst the musical centres of the Continent. These are only two of the many subjects that might be cited. The knowledge in other subjects even though limited, is helpful. If the lady who advocates the change had been reared on her own diet, where would she now be? It is scarcely possible that she would have been the first woman to gain for herself a footing in the legal ranks of Ontario, nor would she have been a force in public educational matters, and scarcely would she have been the cultured and altogether beautiful woman she now is. Why, then, not give to others the chances given herself? To establish centres outside for special subjects would be for the majority things altogether useless; they would be taken advantage of by but very few. The charges against insufficient training in the essentials are perhaps and most probably are not at all true; a prejudice expressed in the saying "what is good enough for me is good enough for him" is still in the minds of some parents. But even admitting that reading, writing and arithmetic do suffer, the loss is altogether overbalanced and outweighed by the general aggregate of knowledge acquired by pupils under the present system.

ST. MARY'S SODALITY.

The annual gathering of the young ladies of St. Mary's Sodality takes the shape of a social as emblem, this evening (Thursday). Games, refreshments and music will form the programme and an enjoyable time is expected. Jacks will cater and the rooms of the Literary Club will be

MR. SEITZ VISITS CONFERENCE.

Mr. Seitz, president of the Particular Council of St. Vincent de Paul, made the first visit of an intended series to the conference of St. Francis parish on Sunday afternoon last. The conference was complimented on the good work it had done during the short time it had been in existence, and the pastor, Rev. W. A. McCarroll, received a high tribute for the efficiency of the conference working in his parish. Mr. Seitz will visit all the parishes in turn and much enthusiasm will doubtless be added to the workers as a result of the visits of the zealous president of the Particular Council.

I.C.B.U. ATHLETIC CLUB.

A skating party and grand hockey match of the above Society will be held on Wednesday evening, Feb. 22nd, at Broadway rink. Admission is by ticket, which may be had from members of the Club. Mr. T. Horan is manager of the hockey team.

DEATH OF MISS HUGHES.

Miss Georgina Hughes, the sixteen year old daughter of Mr. L. C. Hughes, late editor of the Cardwell Sentinel, died at the home of her parents, 194 Spadina avenue, on Monday the 13th inst. Miss Hughes though delicate for some time, had been really ill but two weeks, an heart failure intervened with fatal results. The deceased was a late pupil of Loretto Abbey and doing the second year university work in music, in which subject she was exceptionally talented. The young girl is spoken of by her friends as most lovable on account of her childlike simplicity, combined with a mature wisdom which made her a charming companion. The funeral took place from Toronto to Tottenham on Tuesday morning, where at the home of her grandfather, old friends having an opportunity to take a last look at the young girl who had been born amongst them. The last resting place is in the cemetery attached to St. James' Church, where the mass of requiem was said on Wednesday morning. May she rest in peace.

PHELAN-DONEGAN.

The Los Angeles (Cal.) Daily Times gives the following account of the wedding in that city on January 25, of Mr. Harry Ward Phelan of Toronto, and Miss Stella Donegan of Los Angeles: With the soft lights from numberless tapers shining from the altar of gleaming marble, and the strains of the organ sounding "Lohengrin's March," a solemn procession formed yesterday morning at 9 o'clock in St. Vibiana's Cathedral on Main street. A bride was led to the altar preceded by choir boys in red velvet with soft ermine waving sweetly as they walked, and by dainty bridesmaids with pretty picture hats, and arms filled with blooming roses. Then the bride was given away by her father, and

the priest chanted a solemn nuptial mass to the accompaniment of wedding hymns, and soft ringing bells. The bride was Miss Stella Donegan, daughter of Mr. and Mrs. D. F. Donegan of No. 1333 Linwood street, and the groom Harry Ward Phelan of Toronto, Can. Father James Reardon, assisted by Father Thomas Fahey, conducted the ceremony. The music was in charge of A. J. Stamm, organist, and of Allan Hancock, cellist. During the service "Lohengrin's" wedding march and Mendelssohn's were rendered.

Miss Donegan was attended by Miss Grace Plunkett of Cobourg, Can., as maid of honor, who wore a dainty gown of white, net trimmed with lace and ribbon, and carried pink bridesmaid roses. A fetching picture hat of white completed the costume. Miss Byrd McLain was bridesmaid and wore white point d'esprit with lace and ribbon trimmings. She also wore a picture hat of white and carried a bouquet of bridesmaid roses. The bride who came in on the arm of her father, was attired in an imported lace robe of white over silk, with tulle veil fastened with orange blossoms. She carried bride roses. Will P. Donegan, a brother of the bride, was best man, and the ushers were R. E. Marmont, Fred. Reardon, and Darragh Donegan. Mrs. Donegan, mother of the bride, wore lavender silk and velvet. The altar was filled here and there in niches with calla lilies and ferns among which twinkled the lighted tapers. After the ceremony a wedding breakfast was served at the home of the bride's parents. White carnations, roses, and ferns were effectively utilized in the arrangements. Cards marking the places were in the shape of Cinderella slippers, adorned with sketches of orange blossoms. Among out-of-town guests attending were: Mr. and Mrs. T. P. Phelan of Toronto, Can., parents of the groom, and his aunt and uncle, Mr. and Mrs. J. D. Ward of the same city. Miss Anna McCabe of Montreal, who has been visiting Miss Donegan for some time, came west for the nuptials. The bride and groom left for a short wedding trip yesterday, and will return, visiting here for a month or more before going to Toronto to make their home.

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REV. FATHER McBRADY, C.S.B.

Rev. Father McBrady, C.S.B., Superior of Assumption College, Sandwich, was in town last week attending a council meeting at St. Michael's College. On Sunday evening he preached at St. Basil's and those who had the good fortune to be present were delighted to hear again their old time favorite. It is safe to say, the inclement weather, notwithstanding that had it been known that Father McBrady would preach, the church would have been crowded.

MEETING OF THE C.Y.L.L.A.

The regular meeting of the Catholic Young Ladies Literary Society was held at the home of Mrs. Murphy on Monday evening. Despite the severe weather and attractions elsewhere, a large number were present. Two excellent papers, one on Charles Kingsley and the other on Charles Dickens, were read by Miss Lena Among and Miss Helen McMahon respectively; short discussions followed the papers after which the story of the events leading up to the deportation of the

Acadians was told by Miss Hart. Mrs. Campbell and the Misses Hayden and Maud Landy contributed charming musical numbers, and Miss Mary Power had her audience fairly convulsed with laughter during her several humorous selections. Mrs. Murphy and her daughter, hostesses of the evening, dispensed the regulation coffee and bread and butter, in the most charming manner possible, and the evening passed all too quickly. A change in the meeting of next week was announced; it will be held at the home of Mrs. O'Neil, 427 street, and will be on Tuesday instead of Monday evening.

Chicago has made a new record and is proud. For the first time in years not a suit for divorce was begun in that city on December 28. Often as high as forty such actions are brought in a day.

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THE CANADIAN NORTHWEST

HOMESTEAD REGULATIONS

Any even numbered section of Dominion Lands in Manitoba or the North-west Territories, excepting 8 and 26, which has not been homesteaded, or reserved to provide wood lots for settlers, or for other purposes, may be homesteaded upon by any person who is the sole head of a family, or any male over 18 years of age, to the extent of one-quarter section of 160 acres, more or less.

ENTRY

Entry may be made personally at the local land office for the District in which the land to be taken is situated, or if the homesteader desires he may, on application to the Minister of the Interior, Ottawa, the Commissioner of Immigration, Winnipeg, or the Local Agent for the district in which the land is situated, receive authority for some one to make entry for him. A fee of \$10 is charged for a homestead entry.

HOMESTEAD DUTIES

A settler who has been granted an entry for a homestead is required by the provisions of the Dominion Lands Act and the amendments thereto to perform the conditions connected therewith, under one of the following plans:

- (1) At least six months' residence upon and cultivation of the land in each year during the term of three years.
(2) If the father (or mother, if the father is deceased) of any person who is eligible to make a homestead entry under the provisions of this Act, resides upon a farm in the vicinity of the land entered for by such person as a homestead, the requirements of this Act as to residence prior to obtaining patent may be satisfied by such person residing with the father or mother.
(3) If a settler was entitled to and has obtained entry for a second homestead, the requirements of this Act as to residence prior to obtaining patent may be satisfied by residence upon the first homestead, if the second homestead is in the vicinity of the first homestead.
(4) If the settler has his permanent residence upon farming land owned by him in the vicinity of his homestead the requirements of this Act as to residence may be satisfied by residence upon the said land.

The term "vicinity" used above is meant to indicate the same township or an adjoining or cornering township.

A settler who avails himself of the provisions of Clauses (2), (3) or (4) must cultivate 30 acres of his homestead, or substitute 20 head of stock, with buildings for their accommodation, and have besides 80 acres substantially fenced.

The privilege of a second entry is restricted by law to those settlers only who completed the duties upon their first homesteads to entitle them to patent on or before the 2nd June, 1889.

Every homesteader who fails to comply with the requirements of the homestead law is liable to have his entry cancelled, and the land may be again thrown open for entry.

APPLICATION FOR PATENT

Should be made at the end of the three years before the Local Agent, Sub-Agent or the Homestead Inspector. Before making application for patent the settler must give six months' notice in writing to the Commissioner of Dominion Lands at Ottawa of his intention to do so.

INFORMATION

Newly arrived immigrants will receive at the Immigration Office in Winnipeg, or at any Dominion Lands Office in Manitoba or the North-west Territories information as to the lands that are open for entry, and from the officers in charge, free of expense, advice and assistance in securing lands to suit them. Full information respecting the land, timber, coal and mineral laws, as well as respecting Dominion Lands in the Railway Belt in British Columbia, may be obtained upon application to the Secretary of the Department of the Interior, Ottawa, the Commissioner of Immigration, Winnipeg, Manitoba, or to any of the Dominion Lands Agents in Manitoba or the North-west Territories.

W. W. CORY,

Deputy Minister of the Interior.

N.B.—In addition to Free Grant Lands, to which the Regulations above stated refer, thousands of acres of most desirable lands are available for lease or purchase from Railroad and other Corporations and private firms in Western Canada.

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In commemorating the Thirty-fifth Anniversary, The Catholic Register desires to congratulate its readers upon their growing prosperity during that long period. Elsewhere, will be found the story of the growth of the Church and of the institutions under her care. Here attention will be directed more particularly to the natural development of the community, with special reference to Toronto. Towards that development the Catholic Register has striven, in its way, to contribute. For success the due co-operation of land, labor and capital is necessary. It has ever been the effort of this journal to bring these elements into closer and more cordial relations. That its efforts have not been in vain, may be gathered, for example, from the comparative absence of labor troubles within the circle of its influence. As in the past, the Catholic Register will continue to promote those

"Relations dear and all the charities Of father, son and brother."

There never was a time when Canada was as prosperous or when her outlook was brighter. In looking back over her history and in comparing her conditions with those of other countries; one can see outstanding, a number of reasons for this happy result. First of all, perhaps, is the sound and healthy mode of living which characterizes her people. Industry and honesty are to be met in every walk of life. The domestic relations are pure and clean. Spreading through all grades of society are those principals of moderation and helpfulness which the Catholic clergy have been inculcating in employers and employes alike. While these are characteristic of the whole Dominion, they are eminently so of Ontario, and it is a matter for profound congratulation that much of the former bitterness has passed away and that a broad and tolerant spirit now prevails in matters of religion.

Taking the Dominion as a whole we find that the imports increased from \$74,814,339 in 1870 to \$212,270,158 in 1902, the exports from \$73,573,490 in 1870 to \$211,640,286 in 1902 and the total trade from \$148,387,829 to \$423,910,444. Ontario in that time has shown amazing growth. For a short period after Confederation the imports of Ontario and Quebec were not separated, but since 1873, the imports of this Province have grown from \$49,040,825 to \$86,232,560; the exports from \$29,483,158 to \$48,597,480. In 1900, however, a change was made in the department and the export entries were credited to the ports from which they passed out of Canada. If the old system had been maintained, the exports of 1902 would have been about \$20,000,000 larger and the total trade of the Province would have shown an increase from \$78,523,983 in 1873 to \$154,830,040 in 1902.

In this progress Toronto has shared or perhaps it would be more just to say that the city formed a great part of it. The population for example, has increased from 56,000 to about 235,000. The assessment has grown from \$28,718,457 to \$134,588,605. Trade, manufactures, finance, sciences, arts, education—all that go to make up a great and prosperous country have flourished amazingly. For this Toronto is in a large measure indebted to her fortunate situation. Well provided with means of transportation by rail and by water and backed by a magnificent agricultural country, she is rapidly stepping to the front as a great distributing centre. A tangible proof of this is in the customs receipts which for the year ending June 30, 1904, amounted to \$8,185,258, an increase of \$1,136,483 over the preceding year. At Montreal, the seaport for the whole Dominion, the customs receipts for the same period were \$12,437,927, but the increase was only \$634,626 over the preceding year. It is interesting to note that the revenue collected at Toronto for the year ending June 30, 1870 was \$1,067,245.

An important element in all this expansion has been the railway. Thirty-five years ago there was only 2,617 miles in operation in Canada. In 1903 there were 18,800 miles; while new

areas equal in size to many European countries have been opened up, in this way it is noticeable that the mileage in Ontario alone has kept pace. The 1,275 miles in 1867 have grown to 7,139 in 1902. From the earliest efforts of sixty years ago, Toronto has been the centre of railway formation, and now reaps the benefit. The Grand Trunk Railway was the pioneer in the early fifties and the Canadian Pacific Railway came on the scene in the early eighties. In the interval there had arisen a large mileage of independent, but more or less impecunious roads, and an era of absorption then set in. For the past twenty years these two great companies have played an important part in the development of this country and kept abreast of the advances made in the much wealthier and more populated country to the south. In the past year a new Richmond has appeared on the field. By guaranteeing their bonds at the last session of the legislature the Ontario government enabled Messrs. Mackenzie and Mann to enter at once on the construction of the James Bay Railway from Toronto to Sudbury. It will ultimately form part of their Canadian Northern system now operating from Port Arthur through the western part of the Province to the great prairies in the territories. In the meantime it will afford another avenue of trade to Toronto, and is now applying for an entrance along the Esplanade, an application favored by the city, for the oxen must not be muzzled when grinding out the corn. Keeping pace with the development of railways, has been that of the express companies, which now have thousands of offices and agencies in all parts of the world. An important feature of their business is the handling of money. Their money order departments are constantly growing as people realize more and more the convenience and safety of this method of making payments, especially of small amounts.

A feature of transportation which has contributed materially to the growth of the city and to the well being of the citizens, is the Toronto Street Railway. Its excellent service has enabled the residential quarters to spread out and rendered unnecessary the congestion which is such a painful element of many other great cities. Even the old horse car system was good in its day, but that day was over in 1892, when electricity was introduced. How the traffic has increased may be judged by the gross receipts. During the first year of the electric system, 1892, the receipts were \$317,863 and last year they were \$2,165,142; the percentage which the city received increased from \$65,239 to \$206,932 and the mileage rent from \$55,134 to \$71,986, showing an increase in mileage from 70 to 90 miles in twelve years. The company has secured control of all the suburban lines radiating from the city and expect soon to derive a large portion of its power from Niagara Falls, when there will be still a greater development of traffic.

A Great Manufacturing Centre.

By reason of its natural advantage, Toronto has become a great manufacturing city. Iron, in its different forms has been said to be a barometer for trade and all the indications here are "fair" with no clouds on the horizon. One recent combination of foundry interests increased the employees from 400 to 1,400 and the products such as structural steel and machinery of all kinds take the place of former imports from the United States. Here as in many other lines the Dominion law to prevent Canada being made a dumping ground of slaughter market has had a beneficial effect. A recent investigation showed that twenty-five factories making hardware and metal products of different kinds had increased their employees from 1,642 to 4,381 in ten years, and of course their output in proportion. The

(Continued on page 15).

FOR HOMELESS CHILDREN.

The Department of Neglected and Dependent Children of Ontario, which was organized in 1893, is an example of the awakening which has taken place in recent years among the civilized communities of the world regarding their

duty towards children. It has at last come to be recognized that the most hopeful and encouraging charitable work in which a Government or private individual can engage is that of saving children for good citizenship. It is also—and this will appeal to those who pride themselves on being practical—the most profitable and economical. This department was organized for the

ing out of the Children's Protection Act,

of which the Honorable J. M. Gibson is the author. The act provides for the establishment of Children's Aid Societies throughout the Province. These societies are authorized to look after the general welfare of all children, more especially those who have lost their natural guardians or protectors or those whose guardians are a menace to them rather than a protection—in other words, children who are neglected or dependent. Provision is made in the act for bringing before a Magistrate parents who habitually neglect their children or are suffering them to grow up in surroundings which will probably cause them to develop into a criminal way of living. There is a strong, natural and commendable feeling among people generally that children should not be taken from their parents except as a last resource. That this feeling is respected is shown by an extract from the agent's report presented at the last meeting of the St. Vincent de Paul Children's Aid Society of Toronto. In this report it was stated that during the past three months sixty-two cases, involving the interests of ninety-four children, had been investigated, and of these three were made wards of the society. This was not a large percentage.

We have institutions for the blind, the deaf and dumb, and the feeble-minded. Also hospitals and houses of refuge are maintained in part by public funds, and in part by private charity, and in addition to these, large sums are spent annually in the attempted reform of adult criminals. These works, however necessary and beneficial they may be, are in many instances only an assistance to those who are a burden to society or a restraint of those who are a menace. On the other hand, the little children who, through no fault of their own, are surrounded by evil influences will, if removed from these influences at a sufficiently early period, have a good chance to develop into good and useful lives and will become assets of value in the community rather than a charge on it. Is this not an economical and profitable as well as a charitable work in which to engage?

Children taken charge of by a Children's Aid Society are placed as soon as possible in foster-homes, and, according to a section of the act, Catholic children shall be placed in Catholic foster-homes and Protestant children in Protestant foster-homes. Thereafter the children are no more cost to the community, because the experience of Children's Aid Societies up to the present has been that there are more homes offering for normal children of all ages than there are children available.

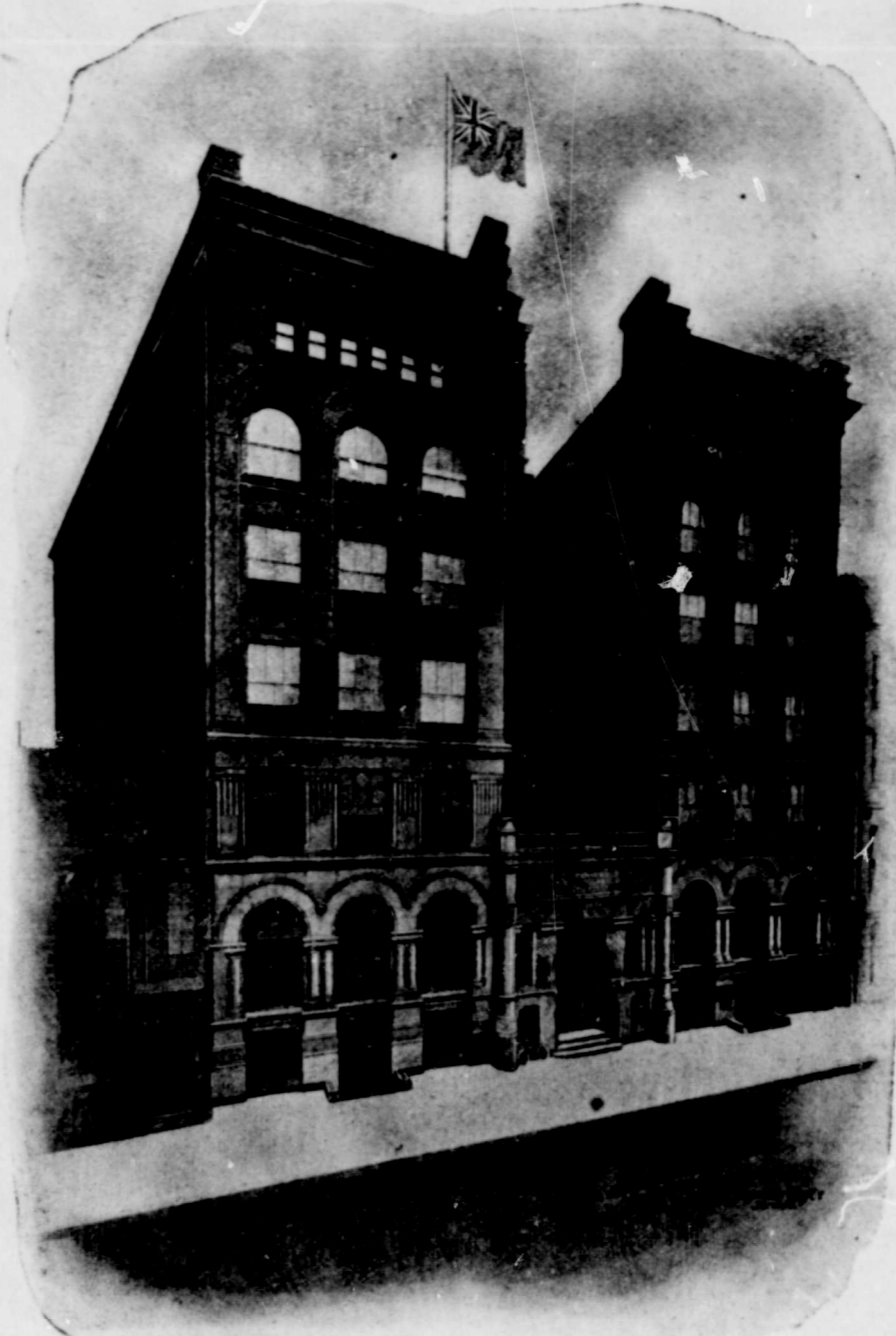
There are about thirty Children's Aid Societies in Ontario. Of these two—one Catholic and one Protestant—are in the city of Toronto. Outside of Toronto the societies take cognizance of all the children, Catholic and Protestant, and the societies at Ottawa, Peterboro', Hamilton, Berlin, Owen Sound, London and Chatham have taken the guardianship of a large number of Catholic children. These Children's Aid Societies are semi-independent bodies and are not connected with the Government further than a general supervision being exercised by the Department of Neglected and Dependent Children. The department also bears the expense of having the children visited regularly and reports made upon their treatment in these homes.

Another work performed by this department is that of supervising the industrial schools, Catholic and Protestant, of which there are four. To these schools are committed uncontrollable and delinquent children up to the age of sixteen years. There they are taught the ordinary school education and the rudiments of useful trades and occupations. Part of the cost of maintenance of these schools is paid by the Government of Ontario and part by the municipalities from which the children are committed. Altogether there are about three thousand children under supervision and they are growing up remarkably well, gradually merging into the community as self-supporting citizens.

A remarkable work recently achieved through this department was the abolition of the Ontario Reformatory at Penetanguishene. The inmates, about eighty in number, ranging in years from fourteen to twenty, were taken over and in a kindly way provided with situations, their word of honor being accepted that they would be loyal to their parole. So far, although six to eight months

have elapsed, not one boy has been re-arrested for any offence. About \$500 per week was saved to the Province by this move, and as the old reformatory building was turned into an asylum for the insane there was an additional saving on capital account of over one hundred thousand dollars.

Mr. J. J. Kelso is superintendent of this department and Mr. William O'Connor is the Catholic inspector.



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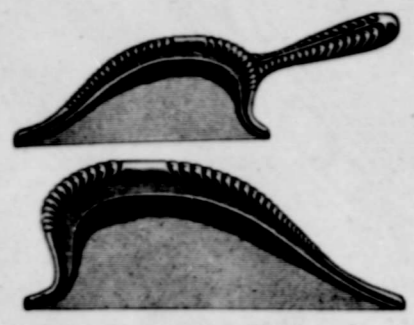
Total Assets, \$7,046,397
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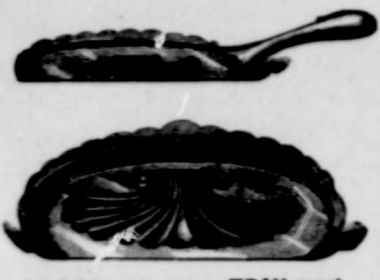
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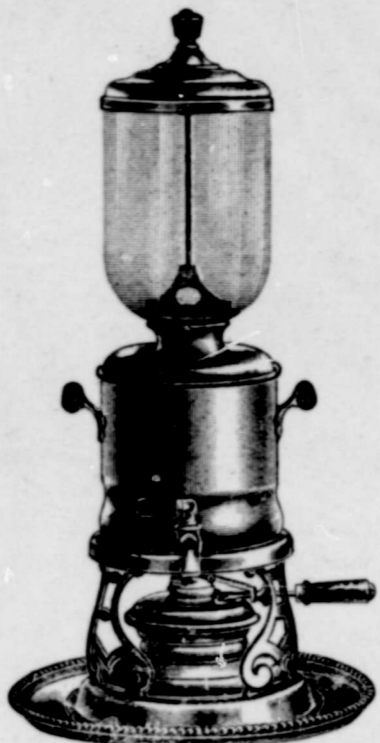
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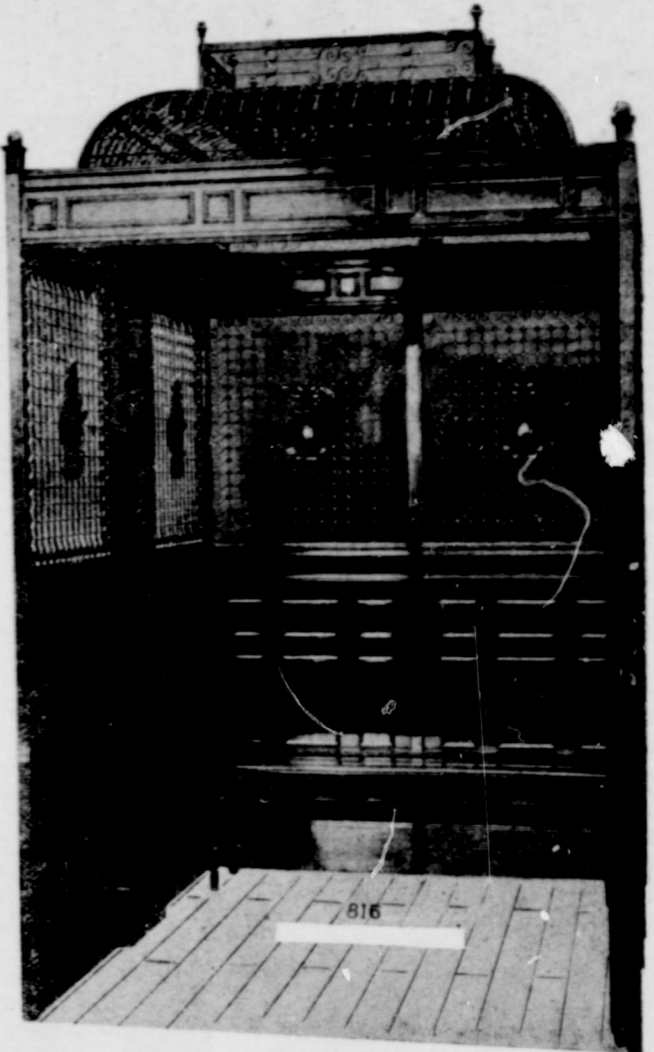
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54 DUKE STREET

THE FENSOM ELEVATOR CO. Limited
TORONTO

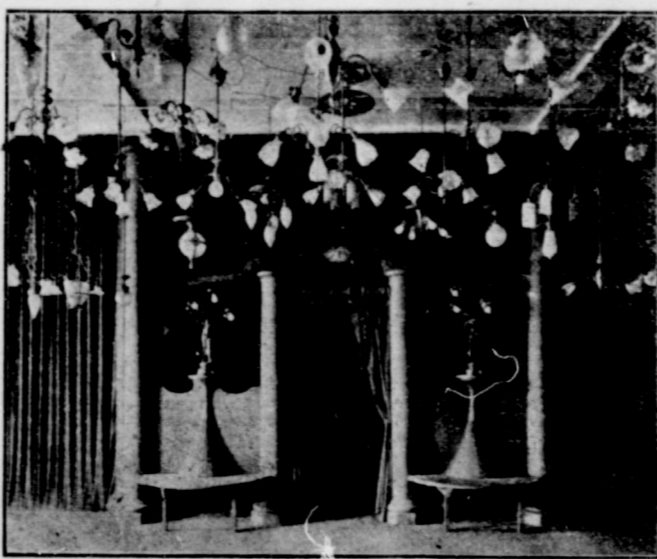


Has it Ever Occurred to YOU

That you might be enjoying all the comfort and convenience of having YOUR HOME LIGHTED BY ELECTRICITY if you wished?

We are supplying Electricity for Residential Lighting at so low a rate as to successfully compete with all other forms of illumination, and bring this very necessary adjunct of a modern Home within the reach of all.

There are probably forty or fifty wiring contractors all kept busy at interior wiring in Toronto, and their expert workmen are at your service.



Many people defer the installation of the wires thinking it a costly and troublesome operation.

This is not so; any ordinary house can be wired in a week with very little inconvenience to its occupants, and

MODERN METHODS and
KEEN COMPETITION

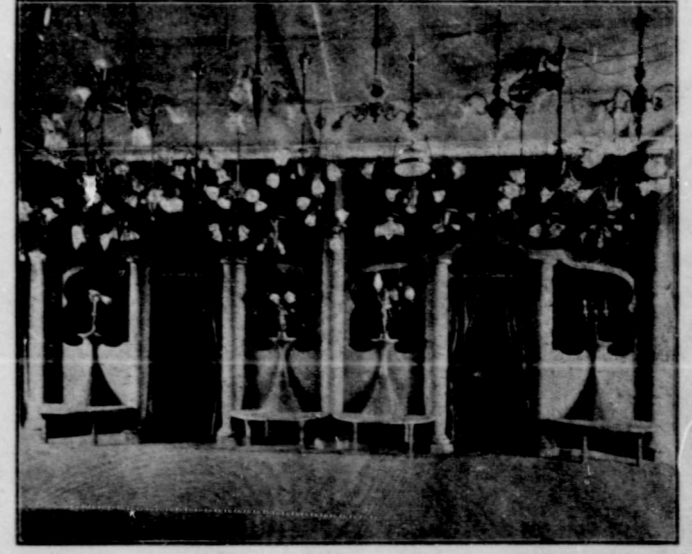
have reduced the cost to a minimum.

BE MODERN

and arrange to have the wires installed at the time of your next spring house-cleaning.

Call at Our Showrooms

and we will gladly show you the beautiful and artistic effects which can only be got BY USING Electric Fixtures.



The TORONTO ELECTRIC LIGHT COMPANY, Limited

OFFICES AND SHOWROOMS

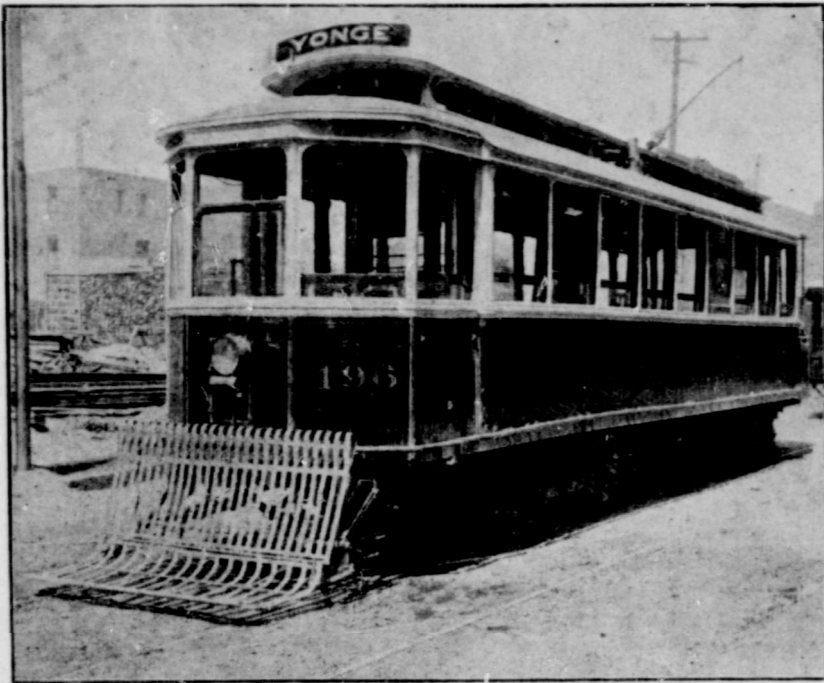
12 Adelaide Street East, - - TORONTO

THE GROWTH OF TRAFFIC ON TORONTO RAILWAY

One of the Wonders of the Past Decade.

Through the development of its system great areas of residential quarters were opened up, affording comfortable homes for the citizens—Access to the City Parks—The city repaid large sums for mileage—growth of suburban lines—Power soon to come from Niagara.

enough to see it. Picnics are held there daily, and it is a place of which lovers of nature and secluded woodland scenery never tire. In addition to its woods and valleys, splendid drives and running streams, there is the lake beach of clean sand, unsurpassed anywhere, stretching for a mile or more. The park is reached by the street railway at both the north and south ends. Reservoir Park takes its name from the presence there of the reservoir in connection with the city's water system. The park is the outcome of a laudable attempt to



The Yonge Street line of street cars approaches within a few minutes' walk of the park. Its accessibility, its incomparable situation high above the city and the beauty of the park itself have made it a favored place for impromptu picnics and a place of interest to all sightseers.

Coming Park Wonder.

Island Park, if it is not so already, is bound to become the pride of the city. Though reached by ferry boats, its visitors come by street car to the ferry dock from all parts of the city. It contains now 389 acres, but might just as easily contain 3,000, and some day the whole island will be improved and reserved for park purposes. The desultory improvements of the past few years have worked wonders, and, when a definite plan has been adopted to work to, the Island will become one of the park wonders of the continent. Some day, and that before long, it will be reached by trolley. Another fine sand beach is Simcoe Park, separated from the Island only by the eastern gap. It is as yet wholly unimproved, except that many summer cottages are being built upon it, but there is a good roadway to it, and a line of electric railway would quickly convert it into a very populous resort. There are 150 acres in the park, as it stands at present. Woodbine Park is another unimproved reserve of 50 acres on the land side of Ashbridge's Bay.

The Zoo a Drawer.

Riverdale Park contains the Zoo, and for that reason is one of the largest contributors to street railway traffic. Within a few years, largely by the efforts of ex-Ald. Lamb, a very fine collection of animals has been got together, and is growing steadily. For thousands of young people it is perhaps the chief attraction in the city. On holidays the people assemble at the Zoo by thou-

THE growth of traffic on the Toronto Railway Company's system has been one of the wonders of Toronto's development during the past decade. Several causes might be alleged—the growth of the habit of riding, cultivated by the introduction and development of urban rapid transit; the opening up for residential purposes of districts before unavailable, because of their distance from the business centre, and the growth of population. These are all causes of street railway traffic that suggest themselves at once, but there is another that might be overlooked, and yet it is a very important element in the growth of street car travel, that is, the development of the city's park system.

There is no available data upon which to base even an approximate estimate of the number of people who visit the city parks in a year and use the street cars in doing so, but they would run into the millions. Just to name the parks that most feed the street railway: There is Munro Park, the com-

beautify the surroundings. From the Reservoir embankment is to be obtained



The Humber River Reached by Toronto Street Railway

a magnificent view of the city. The improvements have spread gradually into the deep ravine north and west of the

ands, and so great has been the crush that people had scarcely room to move about. Riverdale Park itself is a beautiful tract of hill, meadow and ravine on

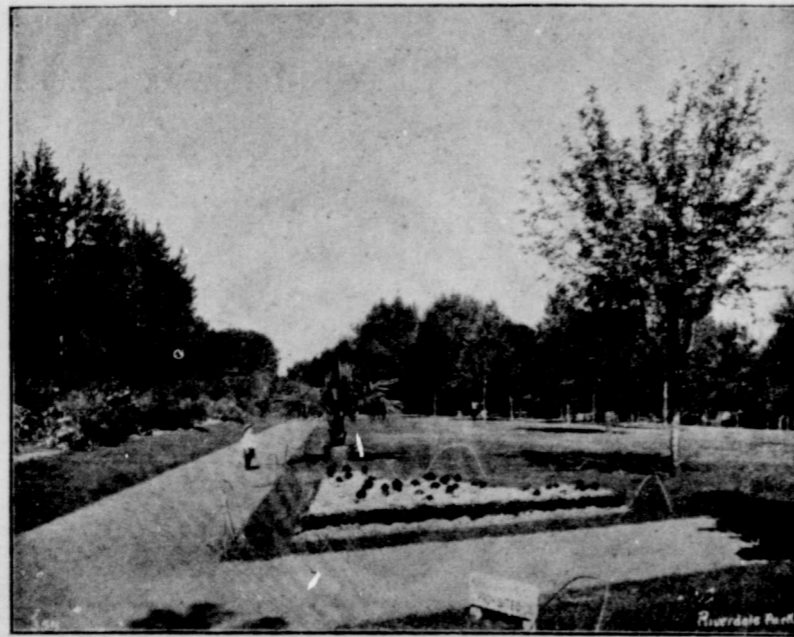


In High Park on the line of Toronto Street Railway

pan's own pleasure resort in the east, with Kew Beach and Victoria Park close to it; High Park and the Humber in the west; Reservoir Park in the north. Island Park to the south, besides Exhibition Park, Allan Gardens, Queen's Park, the big newly-acquired park area on the waterfront, Simcoe Park, and the newly-purchased Gzowski Park.

Company's Own Park.

Munro Park is a 26-acre tract of wood and ravines and slopes charmingly situated on the lake shore. It is owned by the Toronto Railway Co, who have provided all the accessories for making picnicking easy, and twice a day during the summer a clean and excellent vaudeville performance is provided. It is splendidly lighted at night by electricity, and has become one of the principal summer evening resorts. High Park is 375 acres in extent, and is one of the finest natural parks in America, arousing the wonder and admiration of every visitor to the city fortunate



Riverdale Park on the line of the Toronto Street Railway

park the way leads to the beautiful Rosedale ravines. Riverdale may be reached by several lines of cars.

Every Line to a Park.

There is not a line of street railway in the city that does not lead to a park and this imperfect sketch of only the principal city parks will give some idea of what an enormous traffic is developed by the city's park system, and also what a splendid means of seeing the city a street car offers. Mention has not been made of Garrison Park, rich in historic interest, the city's newly acquired property of 100 acres, which stretches for a mile and a half along the harbor and lake almost to the heart of the city. Plans are now developing which will make it one of the finest parks in the world, and consequently a great stimulus to street railway traffic.

Reciprocity in Building.

If Toronto has built up the street railway the street railway is building



In Queen's Park on the line of Toronto Street Railway

up Toronto. Besides the building up of the Annex, Rosedale, South Parkdale and other outlying sections, great areas of territory are being added to the city because of the development of rapid transit. Just how the street railway traffic has increased during the twelve years since the Toronto Railway Co secured the franchise is seen by a glance at the gross receipts. During the first full year of operation, 1892, the receipts were \$817,683, and last year they were \$2,165,142, or more than two and a half times as much. The percentage received by the city as its share was, in 1892, \$65,239, and last year \$206,932. The mileage rental at the rate of \$800 per mile of single track received by the city in 1892 was \$55,134, and in 1903, \$71,986, showing an increase in the mileage from about 70 to nearly 90 miles. During the twelve years the company has been steadily improving the design and quality of its rolling stock. The figures show that the company carried last year over 54 million passengers, or, in other words, that every man, woman and child in the city "took a car" 216 times during the year.

It has been recently announced that

the Toronto Railway Co. has secured control of all the four suburban lines radiating east, west, north and northwest from Toronto. Therein is doubtless another large development of



In High Park on the line of Toronto Street Railway

traffic. The next advance will be the operation of the system by power from Niagara, and that is promised within the next few months.



In High Park on the line of Toronto Street Railway

INTENDING INSURERS

INTENDING insurers will find it greatly to their advantage to consult an officer of The Equity Life Assurance Company, of Canada, before taking insurance on their lives for the reason that if they are risks of the highest class The Equity Life will guarantee them more for their money than any other Company in the field whether old or young, large or small, home or foreign. Its premiums are lower, its guarantees are larger and its policy conditions more liberal to those who are the highest class risks. Any intending insurer who will spend a cent for a postal card and on it place his name, age and address for reply, and will send it to H. Sutherland, president, The Equity Life Assurance Company, Medical Building Toronto, will have sent him information which may either save him largely in the cost of his insurance or enable him on account of lower price charged by The Equity Life to have a much larger amount of protection for his home.

Don't be misled by statements with regard to what companies have done in the past or what they estimate that they will do in the future, but get definite guarantees clearly set forth in the contract you buy.

It is too important and too serious a matter to leave any uncertainty as to what your family are going to get in case of your death or what you are going to get should you live till the maturity of your endowment policy.

THE TORONTO GENERAL TRUSTS CORPORATION

Paid-up Capital, - - - \$1,000,000
Reserve Fund, - - - 300,000

Toronto, - Ottawa, - Winnipeg.

BOARD OF DIRECTORS

W. H. BEATTY	GEO. GOODERHAM	E. B. OSLER, M.P.
JOHN BELL, K.C.	JOHN HOSKIN, K.C., LL.D.	J. G. SCOTT, K.C.
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JOHN HOSKIN, K.C., LL.D., - - - President.	J. W. LANGMUIR, - - - Managing Director.
HON. S. C. WOOD, - - - Vice-President.	A. D. LANGMUIR, - - - Assistant Manager.
W. H. BEATTY, - - - Vice-President.	J. Y. REID, - - - Secretary.
JOHN PATON, - - - Superintendent Real Estate.	

TRUST DEPARTMENT

Executes lawful Trusts of every description.
Acts as Executor, Administrator, Guardian, Committee, Receiver, Assignee, Liquidator, etc.
Acts as Trustee under Wills, Mortgages, Marriage Settlements, or other Trust Deeds, by appointment or substitution for retiring Trustees.

INVESTMENT DEPARTMENT

Receives moneys for investment in mortgages or other securities under guarantee of principal and interest, or otherwise, on such terms as may be arranged.
Collects Interest, Dividends and Coupons as agent for investors, married women, executors and others.
Trust Funds to lend on mortgages at lowest current rates of interest.
Municipal Debentures purchased.

REAL ESTATE DEPARTMENT

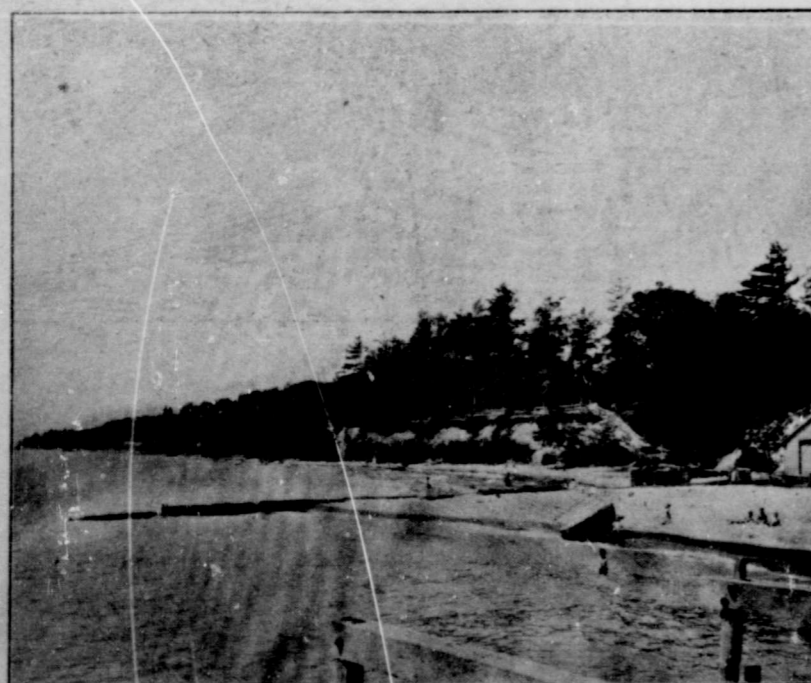
Undertakes the Management and Sale of Real Estate.
The Collection of Rents, the Payment of Taxes, Insurance Premiums, etc.
Makes Repairs. Leases made with Tenants.

REGISTRAR AND TRANSFER DEPT.

Acts as Trustee under Mortgages for the issue of Bonds of every description.
Acts as Fiscal Agents of Corporations.
Acts as Registrar and Transfer Agent of Stock or Securities of Financial and other Companies.
Receives, invests and manages Sinking Funds.

SAFE DEPOSIT DEPARTMENT

Private Compartments and Safes in the fire and burglar-proof vaults of the Corporation may be rented at from Three Dollars a year upwards.
Wills appointing the Corporation Executor are received for safe-keeping free of charge.



The Beach at Munro Park on the Line of Toronto Street Railway

Origin and Growth of Life Insurance in Canada.

OWING to its healthy climate and the habits of its people, Canada has always been a profitable field for life insurance, though its introduction was somewhat a matter of chance. It seems to have originated in the insuring by British companies of persons leaving for the colonies. Among the earliest companies which thus became associated with Canada were the Standard, the Scottish Amicable and the International, but, they were not then particularly keen after business. This is not to be wondered at when it is considered that there were no railways in operation, no ocean steamers had yet reached Quebec, no postage stamps were in use, no telegraphs existed.

But with the progress of the country, Canadians realized the opportunities of life insurance and began to form companies of their own, until to-day, reporting at Ottawa alone, there are 21 home companies carrying the enormous net amount of \$335,638,940 in force on December 31, 1903. That, however, is not enough in these days when "made in Canada" has become almost a national maxim. The returns on that date showed that while Canadian companies received \$10,882,650 in premiums, British and American companies collected \$7,357,615. To enable Canada to reach the position to which her natural advantage entitles her, it is necessary for everyone to do his part in contributing to her growth. In the United States, there are scores of "skyscrapers" built by Canadian dollars which should have been employed at home. Canadian life insurance companies have proved their worth and stability, and no better field of investment can be found for Canadian dollars.

Beginning of Insurance.

Among the first companies to do business in Canada was the Scottish Amicable in 1846. It had its chief agency at Chicoutimi on the Saguenay, probably because some friend of the company lived there and not with any idea of extending operations. The Standard established its first agency later in 1847, but as the insurance of persons going to the colonies was thought to interfere with the home business, the manager, William Thomas Thomson started in the same year, the Colonial Life Assurance Co., to do business in Canada, the United States and India, but was finally absorbed by the Standard in 1865. The earliest application to the Legislature of this Province for an insurance charter was in 1829, by "The Upper Canada Fire, Life and Marine Assurance Co.," with a capital of \$1,000,000 and shares of \$50 each, but nothing came of it. In 1832, William Maxwell and 49 others applied for incorporation as "The British American Fire and Life Assurance Institution" with a capital of \$400,000 and shares of \$50. Their bill was passed, though the name was changed to "The British America Fire and Life Assurance Co.," but they never exercised their corporate right to do a life business. It is interesting to note, however, that a clause was added to the bill requiring them to make a detailed annual statement of the company's position to Parliament, and this was the origin of the returns to the Dominion and Provincial authorities which now afford so much protection to the insured. It may be added that the first statement presented to the Parliament of the Province was in 1835, from the St. Lawrence Inland Marine Insurance Co. which was incorporated in 1832.

Pioneer Canadian Company.

The pioneer Canadian company is the Canada Life, organized in 1847 and incorporated in 1849, and its origin shows the difficulty of getting insurance in those days. In order to meet the requirements of a British life office, the late Mr. Hugh C. Baker of Hamilton, had been compelled to go to New York City, a journey which, as it can easily be imagined, was in those days both slow and expensive. Moreover, curious as it may seem, residents of Canada were required to pay a yearly extra premium of one per cent. on the sum assured, to cover what was believed to be the "climate risk." All these disabilities set Mr. Baker thinking, and the result was that he organized the Canada Life and became its first president. For the first year there were 136 policies for \$239,632 on which the premiums came to \$6,200. On December 31, 1903, there were 45,176 policies in force for \$95,351,110, on which the premium receipts were \$2,798,989. These figures afford a striking illustration not only of the progress of life insurance in Canada, but the thrift of Canadians in making such provisions for the future.

The officers of the Canada Life Assurance Co. are:—Hon. George A. Cox, President; F. W. Gates, Vice-President; E. W. Cox, General Manager; R. Hills, Secretary; F. Sanderson, M.A., Actuary; W. T. Ramsey, Superintendent.

The only other life company incorporated by the Parliament of Canada before Confederation, was the Sun, in 1865, though it did not begin business until 1871.

Some of the Leading Companies.

The Crown Life Insurance Co. owes much of its success to the leading part in has taken in the movement to "keep your money in Canada." Those responsible for the conduct of its business are all of prominence in public and financial affairs. The leading officers are:—

Sir Charles Tupper, President; Arthur J. Hughes, Secretary; George H. Roberts, Managing Director.

Among the leading companies are:—North American Life Assurance Co.—John L. Blaikie, President; Leopold Goldman, Managing Director; Wm. B. Taylor, Secretary.

Confederation Life Association—W. H. Beatty, President; W. D. Mathews, Frederick Wyld, Vice-Presidents; J. K. Macdonald, Managing Director.

Sovereign Life Assurance Co.—Addison H. Hoover, President and Managing Director; Hon. W. C. Edwards, 1st Vice-President; Wm. Dineen, 2nd Vice-President; Robert E. Menzie, treasurer.

Manufacturers' Life Insurance Co.—Hon. G. W. Ross, President; J. F. Junkins, Managing Director.

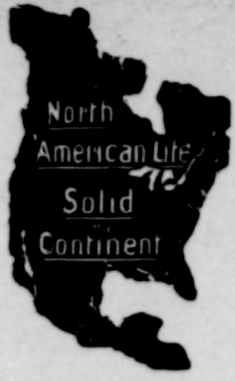
Dominion of Canada Guarantee and Accident Insurance Co.—Geo. Gooderham, President; J. E. Roberts, General Manager.

Independent Order of Foresters—Hon. D. Oronhyatekha, S.C.R.; H. A. Collins, Supreme Treasurer; Dr. Montague, organization department; James A. McGillivray, Secretary.

Federal Life Assurance Co.—David Dexter, President and Managing Director, Hamilton; William Kearns, Burlington, Rev. Dr. Potts, Toronto, Vice-Presidents.

Advantages of Canadian Companies

In addition to the fixed premium, or "old line" companies, there are assessment and society, or fraternal companies, which do a large amount of business. Originally, it was conducted by secret societies as an incident to their main purposes, and to provide benefits for the families of members; but of recent years it has grown to enormous proportions, and in some cases forms the chief object of membership in the association. These are nearly all local, and report to the different local Governments. To return to the subject of "made in Canada," it may be noted that reporting at Ottawa, there are also fire, accident, guarantee and other forms of insurance companies. The total amount of premiums received in Canada by all these in 1903 was \$32,935,680, divided as follows:—Canadian companies, \$15,611,415; British companies, \$9,408,664; American companies, \$7,915,601. When they are considering the relative merits of domestic and foreign companies competing for their patronage, Canadians should waive non-essentials, in favor of Canadian institutions, in order that their money may be kept at home and used in the development of her industries. There is no paucity of natural resources in the Dominion but more money is needed for their development, and this drain upon Canadian capital is a drawback which can only be overcome by keeping the dollars at home.



A GOOD INVESTMENT

Everyone realizes the importance of accumulating a competence for old age, but how to do it is the difficulty. The safest and most certain way to accomplish this is by

Endowment Insurance..

which has the advantage of creating an immediate estate in event of death in the meantime.

Allow us to send you full particulars of the results attained at your age under

NORTH AMERICAN

matured endowment policies. We feel certain that you will be convinced of their merit as an investment.

Home Office,
TORONTO, - ONT.

J. L. BLAKIE, President.
L. GOLDMAN, A.L.A., F.C.A.,
Managing Director.
W. B. TAYLOR, B.A., LL.B.,
Secretary.

THE CROWN LIFE Insurance Company

Announces

Most Satisfactory Results for 1904

Increase in Business in Force,
Over 35 per cent.

Increase in Assets,
Over 40 per cent.

Increase in Premium Income,
Over 55 per cent.

The Death Losses have been over 50 per cent.

Less than provided for,

—AND—

Expenses of Management Show a Marked
Decrease in Proportion to Amount of
Business Transacted.

Head Office, - TORONTO

COL. THE HON. D. TISDALE, P.C., K.C., M.P., President.

GEO. H. ROBERTS, Managing Director.



MANUFACTURERS

OF

ENGINES

SIMPLE AND COMPOUND

Threshing Machinery
and Saw Mills.

HEAD OFFICE AND FACTORY,

TORONTO, - ONT.

Branch Warerooms and Offices,

WINNIPEG, MAN. and REGINA, N.W.T.

CONFEDERATION LIFE ASSOCIATION



THE
BENEFITS
CONFERRED
BY A
GUARANTEED
DIVIDEND
POLICY
IN THE
CONFEDERATION
LIFE
ASSOCIATION

should be enquired into by all those desiring to secure
a policy containing

LIBERAL GUARANTEES

AND

PERFECT SECURITY

On account of the clearness and precision of its terms and the extremely liberal and definite guarantees it offers, this form of policy is deservedly popular.

Full Information sent on application to the Head Office.

W. H. BEATTY, Esq., - President.

W. C. MACDONALD, Actuary.

J. K. MACDONALD, Managing Director.

Head Office, - TORONTO, CAN.

ASSESSMENT SYSTEM

The
I. O. F.



THIS is a Fraternal Society with the largest amount of accumulated funds of any such society in the world. It has over \$8,300,000 of well invested funds. You can insure in it at

Five Cents per day

for a \$1,000 policy at the age of 35 years.

If you are totally and permanently disabled by disease or accident your premiums cease at any age, and in any case at 70 years of age.

Old age benefits, funeral benefits.

Paying over \$7,000 per day to widows and orphans. Write to

HON. DR. ORONHYATEKHA,
S. C. R.,
TEMPLE BUILDING, TORONTO

Federal LIFE..

ASSURANCE COMPANY

OF CANADA

Head Office, - Hamilton, Canada.

A Reliable . . .
and Successful .
Home Company.

All Desirable . .
Forms of
Policies Issued.

Non-forfeiture Privileges.

Policies Indisputable after One Year.

CAPITAL AND ASSETS

\$2,950,000.00

DAVID DEXTER, - President and Managing Director.

A Profitable Investment

For those desiring to invest money in sums of \$20 and upwards, is to buy our **Fully Paid Shares**, sold at par value, \$20 per share, bearing a dividend at the rate of 5 per cent. payable half-yearly in January and July.

The money is earning a good rate of interest for every day the Company has it in their possession. The investment, while safe, relieves the holder from all the trouble of looking after taxes, insurance, collection of interest, etc. There is no expense whatever attached to the investment, no premiums to pay, no bonuses, no commissions, charges or fees of any kind.

DIVIDENDS PROMPTLY PAID

The York County Loan & Savings Co.

JOSEPH PHILLIPS, President.

Head Office, 243 Roncesvalles, TORONTO

ASSESSMENT SYSTEM



CANADIAN ORDER — OF — CHOSEN FRIENDS

Organized March 28th, 1887
Incorporated June 1st, 1887

HEAD OFFICE C. O. C. F., HAMILTON PROVIDENT BUILDING

J. H. BELL, M.D., Grand Councilor, - - - Kingston, Ont.
W. F. MONTAGUE, Grand Recorder, - - - Hamilton, Ont.
W. F. CAMPBELL, Grand Organizer, - - - Hamilton, Ont.

Admits Ladies and Gentlemen on the same terms.

Fraternal, Benevolent, Sound.

The Canadian Order of Chosen Friends

Is one of the most successful Fraternal Insurance and Sick Benefit Orders in Canada, and has nearly 28,000 members.

PROVIDES

Life, Disability, Old Age, Sick and Funeral Benefits at actual cost.

Life Insurance Certificates issued for \$250, \$500, \$1,000, \$1,500 and \$2,000.

The full amount payable at death. Twenty per cent. of one-half payable to yourself annually, if you become totally disabled by disease or accident. Payments made annually until one-half of the amount your certificate calls for has been paid.

An annuity of twenty per cent. of the full amount of your certificate payable to you at the age of 75, if totally disabled by the infirmities of old age. Payments are made annually thereafter until the whole amount is paid.

The **Sick Benefit Department** provides for a weekly benefit of \$5.00 for gentlemen and \$3.00 for ladies. In the event of the death of a **Sick Benefit Member** a **Funeral Benefit** of \$50.00 is paid. Assessments in all departments are made monthly, consequently members know just what they have to pay and when to pay it.

The **Canadian Order of Chosen Friends** has 470 Councils in the **Dominion of Canada**, and extends from St. John, N.B. to Vancouver, B.C. Quite recently the Order entered the **Province of Quebec**, and already has 32 Councils in that province with a membership of 1,100.

The Order has paid out \$1,700,000.00 in Benefits, and in addition has a **Reserve Fund** of \$468,000.00, all of which is invested in **readily convertible** securities, no investments of a questionable character being permitted.

Rates, Literature and full information can be obtained, and will be gladly furnished by the Grand Recorder, W. F. MONTAGUE, Hamilton, Ontario.

(Continued from page 10.)

engine and boiler works have gone beyond their original scope, and now turn out the finest craft on the lakes, from the tiny tug to the palatial passenger steamer. The products of the silver-ware establishments are models of artistic skill and noted for their honesty of workmanship. The breweries are another important factor in Toronto's industrial life, employing hundreds of men and making ale, porter and lager that cannot be excelled in purity or taste. Under modern conditions the manufacture of the staff of life has branched out into biscuits and confectionery, and nowhere, has this business in Canada assumed larger proportions. Through the railways Toronto has benefitted by the growth of the northern part of the Province and the opening of the great West. The benefit, however, is small compared with that in store. Merchants and manufacturers know it, and their travellers are now scouring these new and growing areas of population for business. As it pours down the spouts in ever-increasing volume of business men are engaged every day in enlarging their hoppers. The fur business, though hardly indigenous, has grown to large proportions, and the quality of the goods worn here is one more index of the prosperity of the people. In no branch of business has Toronto reaped more benefit from its situation and enterprise than in retail dry goods. By means of express and mail orders, the great departmental stores reach all parts of the country. Patent medicines of all kinds have long made their headquarters in Toronto. Canadian goods for Canadians apply largely to dry goods and clothing of all kinds. In sixteen factories, most of them new, there are 2,150 more employes than there were ten years ago and their products have replaced imports from the United States, Great Britain and Germany. In the manufacture of textiles, none but the latest machinery and nothing but the best material are employed. The result is that the products compete with the world. Both stone and clay of the finest quality are to be found almost at the doors, rendering building operations easy and quick. The building contractor has known how to take advantage of these natural conditions and the result is seen in the miles of handsome and substantial structures for both business and residential purposes.

Light on the Subject.

Light on the subject is thrown by the Consumers' Gas Co. and the Toronto Electric Light Co. So excellent has been the management of the Gas Co., that the city recently purchased 200 shares of the new issue stock at the high price of 210 1/4 to 210 1/2. This the city was enabled to do by an act passed at the last session of the Legislature, and giving it the right to have the Mayor on the board of directors. The output last year was by far the largest in the company's history, and though the price is only 80 cents per cubic foot, the lowest price, with few exceptions in America; the gas receipts last year showed an increase of \$50,356 over the preceding year. The Toronto Electric Light Co. is also an excellently managed business. After paying 7 per cent. last year it was able to carry \$85,643 to profit and loss account, which now amounts to \$188,828. Owing to the rapid increase of business a new boiler house was built and three large sized direct connected engines and dynamos installed. Provision has also been made to further increase the capacity and to utilize the power which is soon expected from Niagara Falls.

Having an easy communication by both rail and water with the mines, Toronto has become a great coal centre and this has aided in building up her industries, and a new source of power is now at hand. The Ontario Government have granted charters to three different companies to utilize the power at Niagara Falls. They have the right to develop 375,000 horsepower and it is expected that the first supplies will be available here in a few months. The project works will cost about \$25,000,000, and will yield the province about \$275,000 a year in rental.

Financial Corporations.

Trusts companies occupy a prominent place in the financial world, though their objects and advantages are not, perhaps, sufficiently appreciated by the general public. They act as executors and trustees under wills, administrators of estates, guardians of children, liquidators or receivers under court appointments. The most obvious advantage of a trust company over an individual as trustee or executor is its financial guarantee, for it is legally responsible to the full amount of its paid up capital and reserve, to make good losses sustained through negligence or breach of trust. Skill and experience are required to carry out trusts, and the specialization of a trust company enables it to realize assets of every nature to greater advantage than business men who are usually absorbed in their own particular line. Another great advantage is that the disposition of property under wills may be under continuous control for a long period, a matter of vital importance to the beneficiaries.

Our banking system is a combination of conservative methods, an expansive facility which meets the requirements of the country and commands the confidence of the people. The circulation of each bank is limited to the amount of its unimpaired paid-up capital. A system of monthly report and government inspection enforce the provisions of the law. The notes of every bank are taken or redeemable anywhere in the Dominion without discounts. A system of mutual insurance is provided, by which the banks pay into a Government

fund 5 per cent. of the value of their average yearly circulation as a "bank circulation redemption fund" and this is to be used at any time to ensure that notes of a failed bank shall be redeemed at par to the holder. Notes of banks in liquidation bear interest until redemption. All banks have the double liability of their shareholders in addition to all assets as security to note holders. The statistics of banking operations show remarkable growth during the past third of a century. In that time the number of banks increased from 32 to 33; the number of branches from 120 to 1,092; the capital paid-up from \$32,902,000 to \$78,727,000; and the notes in circulation from \$10,778,000; to \$59,760,000; the total deposits from \$32,896,000 to \$454,143,000; the total discounts from \$56,250,000 to \$505,540,000. A valuable sign of the rapid growth of Toronto is shown by the bank clearings which two years ago were about \$4,000,000 less than those of Montreal for the corresponding week. Now they are only about \$1,900,000 behind, and judging from the rapid increase will soon overtake those of Montreal.

Good Reasons for Congratulation.

It is difficult for anyone not intimately associated with the management of Canadian loan companies, to form any idea of the part they have played during the past 30 years in the development of the material resources of the country. They have been to the real estate owner what the chartered banks have been to the merchants, manufacturers and business men generally. The greater portion of the stock of these companies is in the hands of small shareholders, consisting of the most thrifty of the community, who prefer to invest their savings in these companies, because they are as a rule restricted in their operations to loans on real estate securities and Government and municipal bonds. That Canadian loan companies have met the expectations of their promoters and earned the confidence of the investing public, is shown by their rapid growth and by the rarity of failure. According to the Statistical Year Book of Canada for 1902, there were 98 loan companies and building societies having a paid-up capital of \$50,388,101; deposits, \$20,756,910; total assets, \$158,523,307, of which \$113,291,151 were loans secured by real estate.

Ontario occupies an advanced position with regard to legal education; for it has one law school at Osgoode Hall, Toronto, and that is the only avenue for admission to the practice of law in the Province. Its purpose is to secure as far as possible a thorough legal training for all who enter upon the practice of the profession. The different universities have courses in law and in political science, covering cognate subjects, and it is noticeable that half of the Law School students are now university graduates. Of recent years, the universities and the law school have accepted certain examinations by the one as equivalents in the other, and their co-operation cannot fail to raise the standing and increase the usefulness of the profession.

The London Mutual FIRE.. Insurance Company of Canada

Established 1859

HEAD OFFICE:

82-84 KING ST. EAST
TORONTO

Losses Paid to Date,
\$4,000,000.00

Assets, 31st Dec., 1903,
\$736,796.55

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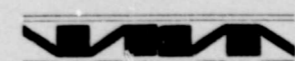
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DISBURSED MILLIONS LESS
THAN A YEAR AGO.

How Fire Insurance Companies happened to be established in Canada — Obstacles in the way of their early development — The enterprise of Canadians overcame all their difficulties — Statistics showing amounts paid by Canadian and Foreign Companies.

STRONG evidence of the soundness and honesty of fire insurance in this country, was afforded by the promptness with which the millions lost in the recent great fire in Toronto were paid in full. Though the greater part of the risks was held by long established and enormously wealthy British companies, their Canadian rivals were not behind in meeting their share of the burden.

Fire insurance in Canada originated in the establishment of agencies at the seaports by English companies. These corporations organized to supplement "underwriting" by private individuals, soon came to be regarded as a necessary adjunct to the expansion of British trade. Their method here was to appoint leading merchants as their representatives and give them authority to issue policies and adjust losses, but the rates of premiums were fixed at the head offices in England. This fire insurance business thus started in what is now Canada by British companies, was for many years monopolized by them. The oldest existing agency of an English company is that of the Phoenix Fire Office of London, which began in Montreal in 1804. There are now nineteen British fire insurance companies having agencies in Canada, and from them, they derived in 1903 an income of \$7,334,431 in premiums. With the growth of their business here, came the establishment of branch offices, with specially trained managers authorized to appoint agents and conduct the affairs of their company throughout the country.

Enterprise of Canadians.

Although the larger part of the insurance business in Canada is still carried on by British companies, the enterprise of Canadians led them from time to time to establish companies of their own. These companies have not been uniformly successful, but Canadians were not discouraged and have striven to overcome the difficulties inseparable from entering upon any new business. During the past quarter of a century, ten joint stock fire insurance companies which were organized to do business in Canada, discontinued owing to their unfavorable experience, but every one of them discharged their indebtedness to policyholders. While their careers were not satisfactory to their founders, the confidence of those who insured in home companies was never abused. This and wider experience augurs well for the success of the Canadian companies now in the field.

Among the leading companies now doing business in Canada are the London Mutual, the Western Assurance, the Sun Fire and the Anglo-American.

Guarantees to the Government.

To show the guarantees which legislation has thrown around insurance, it may be pointed out that a company desirous of doing business throughout Canada, must obtain a license from the Dominion Government. In 1875 an insurance department was created as part of the finance department at Ottawa, under a superintendent, whose duty it is to see that the laws are observed. The chief requirements of the laws are: (1) a deposit with the Government of \$50,000 by Canadian companies, or of \$100,000 by companies of other countries in approved securities; (2) the appointment of a chief agent with power of attorney; (3) the filing of a statement showing its financial condition and of subsequent annual statements. Companies are required in their statements to the Government to charge themselves as a liability with 50 per cent. of the total premiums on all expired annual policies and a pro rata share of the premiums on risks written for a longer period, and companies of other countries must hold in Canada, assets, deposited with the Government or vested in trustees, sufficient to meet these and all other liabilities. Each of the Provinces has legislated upon matters relating to insurance in its own territory. In Ontario the requirements for a Provincial license are a deposit of \$25,000 from Canadian companies (other than mutual) and \$50,000 from those of other countries, and statements such as those presented to the Dominion.

Progress in Canada.

The reports which the companies are required to present to the Government are interesting to those concerned, and also of great value in ascertaining the development of the country. The premiums paid, afford an index to the

prosperity and thrift of the people, and the growth of insurance affords a gauge of the accumulating wealth of the mercantile and industrial classes. The first Dominion reports published just thirty-five years ago, show that the policies were then \$171,540,475; premiums, \$1,785,539; losses paid, \$1,027,720. In the year 1903, the policies had grown to \$933,274,764; the premiums to \$11,384,762 and the losses paid to \$5,870,716. Taking the totals for the same years according to the nationalities of the companies, the following are the results:—

	Premiums received.	Losses Paid.
Canadian Co's...	\$42,291,063	\$28,642,988
British Co's....	124,542,115	88,492,405
Amer'n Co's. . .	21,572,558	14,074,909

Totals . . . \$188,405,736 \$126,210,302

The companies working under provincial licenses are not included in these reports, but if their growth was proportionally equal, it will be found that since 1869, the amount of insurance annually affected in Canada has increased nearly four-fold. That is a much more rapid increase than is shown in the population and indicates very substantial growth in the wealth per head.

It is reasonable to expect that with more experience, better modes of building construction and improved fire appliances, fire insurance in Canada will soon be on as profitable a basis as it is in other countries.

Established 1889

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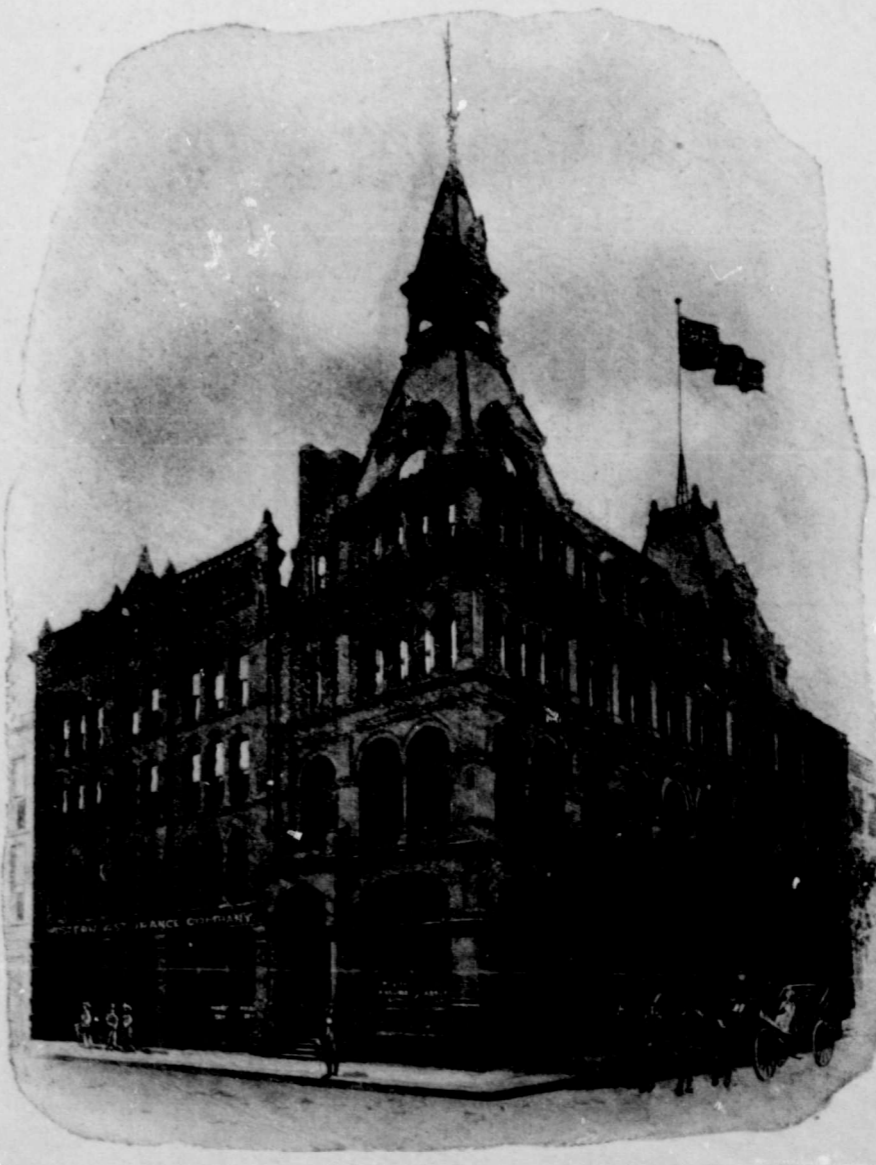
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Speaking of Winter

Let us remind you that we have removed to larger offices at 56½ and 58 King East Street. Our rapidly increasing business made the change necessary.

We sell only high-grade Coal, make deliveries promptly, and the public realize that in ordering from us satisfaction is guaranteed.

Are you one of our customers—if not, what about your order for the coming season?

The Standard Fuel Co., of Toronto, Limited,

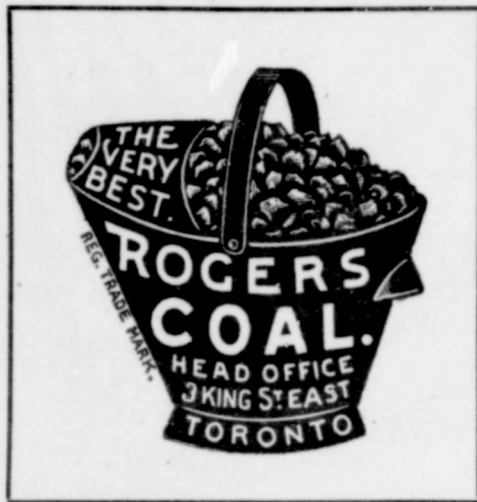
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Paterson's Wire-Edged Ready Roofing

EASY to PUT ON; HARD to WEAR OUT.

Made in Canada for over 20 years.

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This is one of the pioneer western firms, having been established over sixty years. Until the summer of 1889 the business was carried on under the name of Cook Brothers, the late Geo. J. Cook being president from the formation of the company up to his decease in August, 1902. The officers of the present company are:—Geo. W. Cook, Montreal, president (whose father, the late J. W. Cook, of Morrisburg, Ont., was senior member of the old firm); Dr. Geo. E. Cook, vice-president, and Henry W. Welsh, secretary, with head offices in Toronto. The extensive sawmills are situated at Spraggs, on the "Soo" branch of the C.P.R., where 300 men are employed, and twenty-five million feet of lumber is cut annually.

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Good Quality, Exclusive Styles and Low Prices

These three essential points in merchandising are the principal factors in our methods of doing business. We buy the best goods, have every means of securing the latest from fashion centres, and by our methods of paying cash and buying in enormous quantities direct from the manufacturers, or by manufacturing ourselves, we are enabled to offer them for sale at a very low price. Our Catalogue, containing illustrations and description of all necessary goods, is mailed free on request. Send for it.

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EATON'S Millinery Department has the world-wide reputation among the manufacturers of high-class millinery materials of buying and showing the most exclusive and refined stock.



It is the constant endeavor of our designers, who are high-class artists, to produce original and exclusive designs, be it Theatre, Reception, Carriage or Costume Hats—any of these can be supplied here, with the assurance that styles are the latest as well as at the most exclusive.

The demand for winter millinery up to the present has been for medium and high priced Hats and wear. Foliage is a very strong factor with combination of soft shadings of Tulle, Chiffon, Lace and Applique.

The favored fur is the dark, soft Canadian Mink, when combined with rich Velvets, Jellieate Nets and a touch of Parisian

foliage. In the desired tones, the effects are such as win much admiration.
The Velvet Dress Hats are a general favorite when made from Lyon Superior Paeon Velvets, the only necessary trimming being an Ostrich Plume or Plumage, and these can now be had in such elegant qualities with good length of body and firmness of fibre. Our array of Ostrich Plumage, Tips, Boas and Stoles cannot be equalled, the feather being the production of the largest and finest growers. This Velvet Hat is made with a broad, gracefully curving brim rolling high at the left side and edged with two bias bands of velvet. It has a large transverse flat-iron crown. The hat is trimmed with a band of folded black silk ribbon extending around the crown. At the front is a handsome rosette effect of shirred satin ribbon, covering the fastening of two glossy black Ostrich Plumage, which drape gracefully around the crown and fall softly over the brim at the back. The under side of the brim has two rosettes of shirred black satin ribbon and a bow of black silk ribbon as ornaments. Price..... \$10.50

THE "EATONIA" SHOE, for Men and Women. \$3.

The "EATONIA" SHOE is fast becoming very popular as a stylish shoe. It is endorsed by many prominent wearers. The ideas represented in this shoe were taken from the most prominent shoe makers, and our manufacturer has given them that perfect touch and finish which will speedily make it the most popular shoe for Canadian men and women.



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The "Eatonia" Slipper-Soled Shoe, for reception and evening wear, is also very stylish and comfortable. Price..... \$3.00

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FURS OF STYLE AND QUALITY

For women's winter wear there is nothing to equal the elegant stylishness of furs. Safe to say that women never look more charming, more captivating, than when attired in furs, for they add an extra charm and an exquisite softness to even a perfect complexion. Then there is their great comfort—Nature's protection for winter.

No effort has been spared this season to make EATON furs more stylish and of better quality than ever.

The furs themselves are bright, strong, firm and elastic, for they are taken from the animals when they are in full lust of life, insuring a wearing quality that will make them last a lifetime. The styles are all the latest London and Paris effects, and include many exclusive models by EATON designers, whose merit as fur stylists is recognized in the world's fashion centres. Call and examine these goods—second floor.

Women's Sealskin Jackets—22, 24 and 27 inches long; finest London dyed skins; silk-backed satin lining, \$195.00, \$215.00 and \$235.00.

Women's Persian Lamb Jackets—22, 24, 26 and 30 inches long; finest selected bright glossy skins; fancy silk and satin lining, at \$110.00, \$115.00, \$120.00 and \$145.00.

Women's Natural Dark Mink Stoles—Made from finest selected skins, large flat shapes, also in New Tie Effect; satin linings, at \$25.00, \$30.00, \$35.00, \$40.00, \$45.00, \$50.00, \$60.00 to \$125.00.
Women's Persian Lamb Jackets—22, 24, 26 and 30 inches long; with finest natural dark Mink collar, revers and cuffs; lined with fancy silk and satin; silk girdle at waist, \$135.00, \$140.00, \$145.00, \$150.00 to \$175.00.

FUR-LINED COATS FOR WOMEN

The Fur-lined Coat has vaulted into the most ardent kind of popularity this season, and reasons for it are abundant. Their stylish appearance, their warmth, their unchangeable fashionableness and their price reasonableness are reasons sufficient for the prudent woman.

These coats are made in full length or three-quarter lengths and are not too heavy in weight, but are lined throughout with the best of fur lining, and nothing but the best quality of cloths and trimmings used. We can't speak too highly of these garments, they are sure to give good satisfaction.

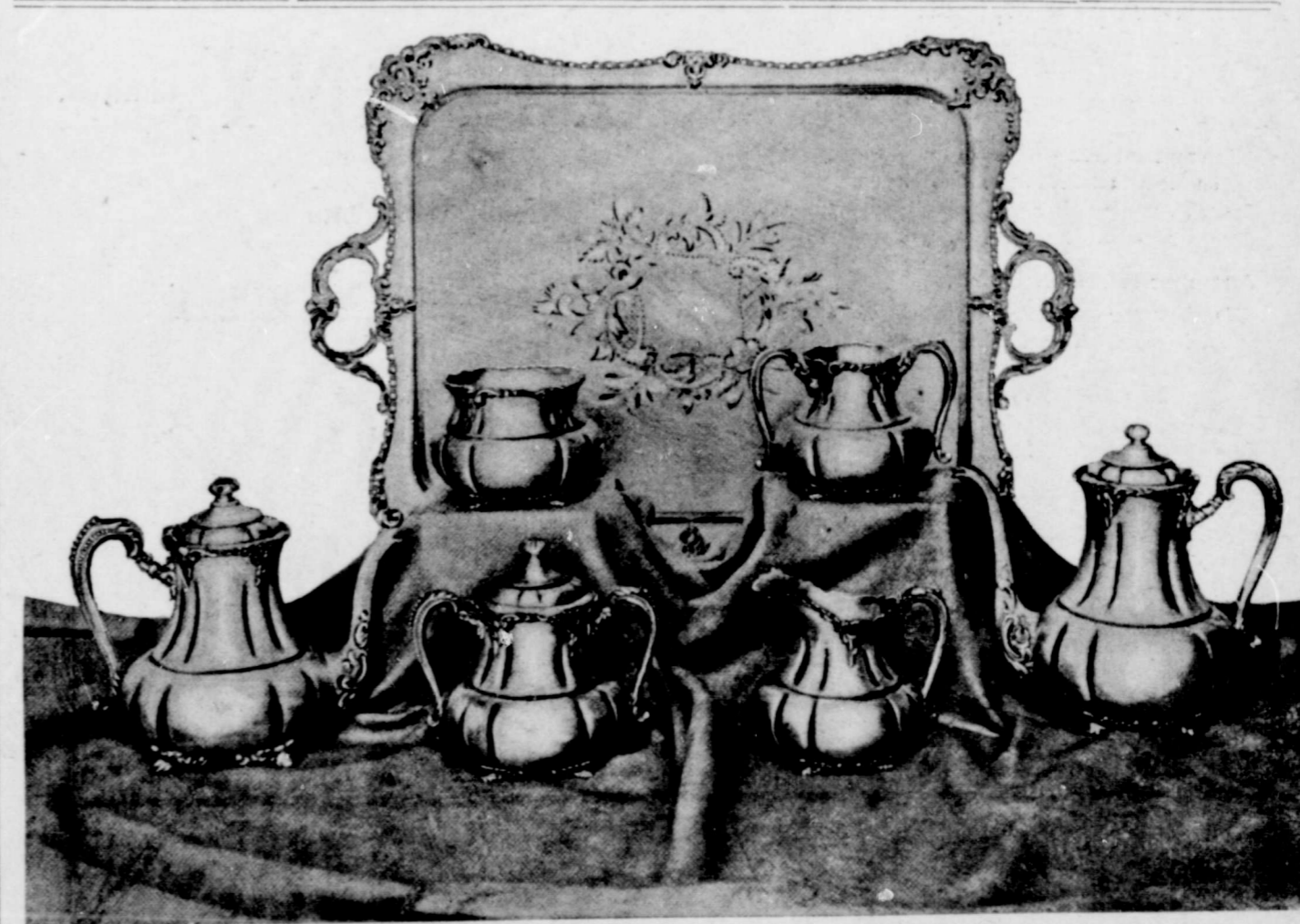
Best sizes for these coats—24, 26, 28, 30 and 32.

No. 4911—Women's Fur-lined Coat—Full length style, made of high-grade imported broadcloth, in colors of black, navy or brown, lined with finest quality grey and white squirrel and trimmed with large storm collar and revers of best natural Alaska Sable, lengths 54, 56 and 58 inches, price... \$50.00

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In no country have the truths of his Encyclical been better recognized than in Canada—Efforts of the State to prevent friction between labor and capital—No complete remedy without the assistance of religion.

It is a matter for profound congratulation that the relations of labor and capital in this country have been, in the main, so harmonious. To this happy condition the Catholic Clergy have contributed in large measure by their recognition of the just claims of each, and their wise counsels of moderation at times of threatened conflict.

This is a new country but already it has to face some of the problems of those which are older and wealthier. With its material development will come others. The modern world by every agency of knowledge and by every bond of interest and of intellect has become confluent. The growth of industry and the surprising discoveries of science; the changed relations of masters and workmen; the enormous fortunes of individuals and the poverty of the masses; the increased self-reliance and the closer mutual combination of the toilers have created a new condition in the world full of the elements of conflict. Since the Divine words, "I have compassion on the Multitude" were spoken in the wilderness, no voice has been heard throughout the world, pleading for the people with such profound and loving sympathy for those who toil and suffer as the voice of Leo XIII.

Encyclical of Leo XIII.

In his Encyclical on "The Conditions of Labor" he fully recognized the character of the times. Having pointed out that classes revolve around their own interests, he added: The richer population have many ways of protecting themselves and stand less in need of help from the State. Those who are badly off have no resources of their own to fall back upon and must chiefly rely upon the assistance of the State, and it is for this reason that wage-earners who are undoubtedly among the weak and necessitous should be specially cared for and protected by the commonwealth.

In no country have these truths been better recognized than in Canada. Since 1873 when the first congress of duly accredited representatives of labor met in Canada, there have been constant additions to the statute books to meet necessities as they arise. Four years ago the Dominion Government established a Department of Labor to investigate and report upon conditions in this and other countries, and to endeavor to promote that harmony between the different classes which is essential for the development of the Dominion. The different Provinces have also enacted labor legislation from time to time. In 1899, the Ontario Government established a Bureau of Labor for the collection of statistics and the settlement of disputes. In their efforts, the different Governments have been assisted by the labor organizations, among whom, it is a fixed principle to submit industrial disputes to conciliation or arbitration. There is a growing tendency to accept this principle, and fortunately this country has been spared those disastrous strikes and lockouts, which, in many other countries have brought suffering upon thousands of the innocent, and given trade in general, a set-back from which it has taken years to recover.

The Remedy for the Evil.

But after all, how true are the lines of the English poet reflecting on his travels over Europe:

"How small, of all that human hearts endure,
That part which laws or Kings can cause or cure."

The true remedy for these social evils Leo XIII. pointed out in his Encyclical: "No practical solution of this question," he declared, "will ever be found without the assistance of religion and of the Church." As religious orders have sprung up within it, so also have guilds, confraternities, sodalities, unions, both sacred and beneficial. Association and co-operation are the spirit of brotherhood, and the greatest brotherhood in the world is the Church itself. It is to the recognition and the application of these truths by the Catholic Clergy, that much of the happiness and prosperity of this country are due.

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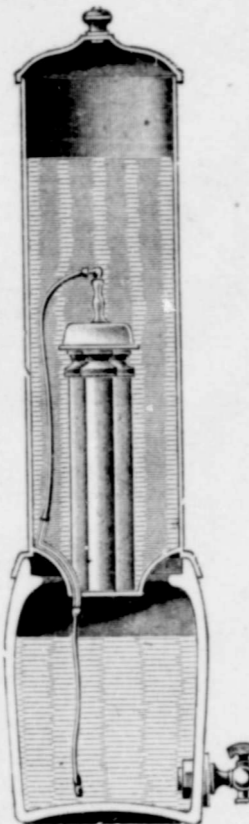
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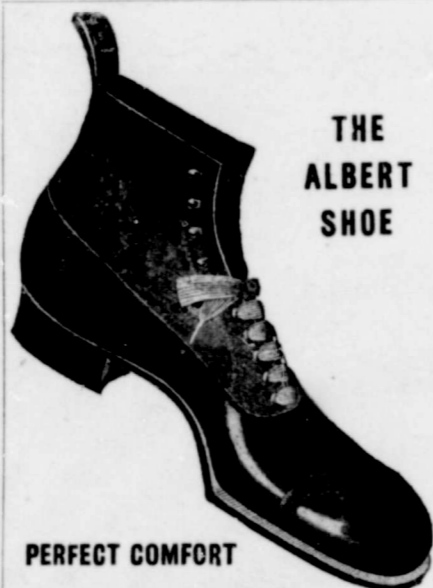
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And this store is a favorite with women. It is a women's store. We consider women as the providers. The great bulk of retail buying is done by women; therefore, we see to it that we please women. And of no class of merchandise are women better judges than of Dry Goods; and no better judges of Dry Goods are there than the women who choose, compare, buy, use and wear Dry Goods.

We class Dry Goods, in the broad sense, into seven great groups—DRESS GOODS AND SILKS—LACES AND VEILINGS—MILLINERY—GLOVES AND HOSIERY—CLOAKS AND DRESSES—WHITEWEAR—MUSLINS AND STAPLES. Let us say a word or two to you in person about some of these different classes of Dry Goods and show you why this store claims supremacy in so many of them.

History of Catholic Church in Province of Ontario.

Creation of the Archdiocese of Toronto.

A Bull of Pope Gregory XVI.

Work done in Institutions watched over by the Church.

A remarkable contrast with the position 35 years ago—Testimony to the energy of the clergy and to the devotion of people—Schools, Colleges, Convents, Hospitals—Other auxiliaries of the Church.

UNDER Divine guidance the diocese—now the archdiocese of Toronto, has made wonderful progress. In the devotion of her clergy, the prosperity and happiness of her people, the number and excellence of her educational institutions, the care for the poor and the sick, the archdiocese cannot be excelled.

Beginning with a group of Highland settlers in 1782, and an exodus of Pioneer Frenchman from Detroit to the County of Essex, the history of the Catholic Church in this province is one of steady and permanent progress. Another immigration of Scotch Highlanders in 1803 was led by Rev. Alexander Macdonell, who may be called the father of the church the Upper Canada. They settled in the eastern end of the Province and in 1820, Father Macdonell was consecrated Bishop. In 1826 Upper Canada was erected into a Bishopric and Bishop Macdonell fixed his See at Kingston. This is said to have been the first Catholic diocese established in a British Colony since the Reformation, with the consent of the British Government.

During his Episcopate, a stream of Irish Catholic immigrants began to flow into the Province. The first colony settled around Perth in 1822 and three years later, another colony of about 2,000 settled in Peterborough. More immigration followed, and more colonies were founded, though it was not till 1846 and 1847 that the tide reached its height. As soon as possible, the colonies were supplied with priests, for it is the tendency of the Irish to gravitate towards the church. The famine which drove them from their homes could not deprive them of their virility and their honor, and wherever they settled, the Catholic Church grew and expanded.

Erection of Toronto Diocese.

Already their devotion and their growth had attracted attention and by a bull of Pope Gregory XVI. dated December 17, 1841, the Diocese of Toronto was separated from that of Kingston and all that portion of the Province west of Port Hope, was erected into a separate See. Since that time the growth of the country has rendered necessary the erection of new Sees within that territory and Toronto now includes the counties of Cardwell, Lincoln, Ontario, Peel, Simcoe, Welland and York. Its first Bishop was Rev. Michael Power, consecrated in May, 1842. He literally laid down his life for his fellow-men. When the typhus fever broke out among the poor Irish immigrants, none labored as hard as he for their care and relief until he himself was stricken down in October, 1847. The diocese was created an archbishopric, March 18, 1870, and the successors of Bishop Power have been Right Rev. Armand Francois de Charbonnel, resigned 1860, died 1891; the Most Rev. John Joseph Lynch, died May, 1888; the Most Rev. John Walsh, died August 1898; and the present occupant of the chair, the Most Rev. Denis O'Connor.

The mantle of the late Archbishop Walsh has fallen upon worthy shoulders. Denis O'Connor, S.C., B.D.D., was born of Irish parentage in the Township of Pickering, Ont., March 28, 1841, and was educated at St. Michael's College, where he was one of the first boarders. Having taken the full course in philosophy, and graduated in 1861, he pursued his studies for three years in France. On his return in 1864, he was ordained priest of St. Mary's Church, Toronto, and also appointed to a professorship in St. Michael's College. When Assumption College, Sandwich, was handed over to the Basilians, Father O'Connor was appointed in 1870 its first President. Under his management it had remarkable success and became one of the foremost educational institutions in Canada. During his residence in Sandwich, he was twice called to London to take charge of the diocese in the absence of Bishop Walsh. His fidelity and ability attracted general attention there and when Bishop Walsh was made Archbishop of Toronto, he was raised to the Bishopric of London in 1890. Both this promotion and his designation as Archbishop of Toronto were regarded as the work of the late Archbishop, and the judgment of that prelate has been amply justified. A brilliant theologian, of great executive ability, Archbishop O'Connor is one of the strongest men of the Canadian Church.

Progress of the Archdiocese.

It is not the purpose to trace further the earlier history of the Church in this

Archdiocese, but rather to refer to the progress of the institutions over which she has watched with zealous care during the past thirty-five years—progress which the Catholic Register has rejoiced to record from time to time. When the archdiocese was founded, there were 45 diocesan priests. To-day there are 58. The same expansion is noted all through the archdiocese. There are now 30 priests of religious orders, an increase of 9; 47 churches with resident priests, an increase of 6; 41 missions with churches, an increase of 10; 1 college; 7 academies, an increase of 1; 26 parochial schools, an increase of 6; 6,600 pupils; 2 orphan asylums with 296 inmates, an increase of 1 institution; 2 industrial schools with 30 inmates; 1 boys' home with 20 inmates; 1 hospital; 2 other charitable institutions; a Catholic population of about 65,000, an increase of about 25,000. This is a truly wonderful record, testifying both to the energy of the clergy and to the devotion of their people.

The Cathedral begun by Bishop Power in 1845, and dedicated September 29, 1848, remains to-day unexcelled in architectural beauty or for purposes of worship. It is 190 feet in length by 115 feet in width, and has seating accommodation for 1,800. As Bishop succeeded Bishop, St. Michael's has been improved and embellished. Among the additions is a beautiful window, representing the Last Supper, given by Bishop O'Connor of Peterborough, in memory of the late Archbishop Lynch, a figure of whom appears below it. Among the statues is a magnificent representation of the "Mother of Sorrows." This was one of the last gifts of the late Archbishop Walsh, in whose time the entire building was renovated and a chapel added at a cost of \$40,000. The palace is a modest white brick building adjoining, built by the late Bishop Power and completed prior to the Cathedral.

Growth in Toronto.

The City of Toronto is now divided into twelve parishes with a church for Syrian Catholics and three more parishes in the suburbs. In each parish are fine Separate Schools, well equipped and efficiently taught by the Sisters of St. Joseph, the Loretto Nuns, and the Christian Brothers. The latter have three houses of their own and are in charge of seven Separate Schools and of the Industrial School in East Toronto. The Loretto Nuns have in addition to Loretto Abbey, schools at two convents and are in charge of Separate Schools in five parishes. The Sisters of St. Joseph have three boarding and day schools and teach in eleven other schools. In addition, these Sisters are in charge of the House of Providence, St. Michael's Hospital, the Sacred Heart Orphanage and St. Nicholas Institute.

This splendid record calls attention to one of the first cares of the Church, the education of the young, and it is gratifying to observe the progress throughout the Province in that regard. The following table shows the conditions thirty-five years ago and now of the Separate Schools of the Province:—

(Continued on page 22)

E. T. CARTER & CO.

THE Wool and Hide business now carried on by the firm of E. T. Carter & Co., has grown to enormous dimensions with many ramifications. It was established at the present site, 83 and 85 Front Street East, Toronto, by the late John Hallam, in 1865. In October, 1900, the business was taken over by the late E. T. Carter, who had been manager for Mr. Hallam since 1875. After his death the firm was reorganized on May 4, 1904, by his three sons, Messrs. H. J. Carter, W. E. H. Carter and E. W. Carter. Mr. W. E. H. Carter, B.A. Sc., M.E., has devoted himself to his professional career, and since the death of Mr. E. W. Carter, the management has devolved upon Mr. H. J. Carter.

Notwithstanding these repeated changes, the firm has always maintained its reputation for adopting the most thorough and up-to-date business methods. The result is that throughout all these years the confidence of their customers have been maintained to its fullest extent, and the business has shown a constantly increasing turnover.

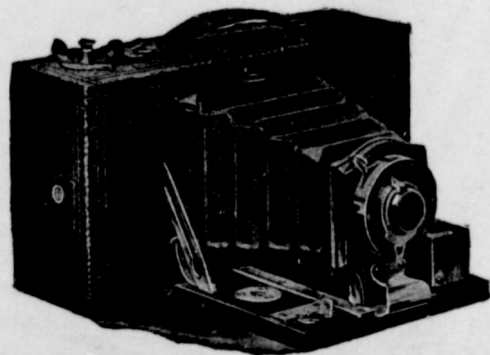
The firm are wholesale dealers in all kinds of foreign and domestic wools, and cotton and cotton warps. They keep always on hand a large stock to choose from, and promptly send out samples on receipt of inquiries. An idea of the extent of the business may be gathered from the names of the different countries with which they are in close relation. They import from Great Britain, France, Germany, Belgium, United States, Sicily and Australia, and ship chiefly to the United States and England. Through these business relations they are in close touch with market conditions in the leading foreign countries. Both from home and abroad they solicit correspondence and pay prompt and careful attention to all inquiries.

The firm are also representatives of the best known hide and wool brokers of Great Britain and Europe. From them they receive regular reports of market conditions and prospects, and are therefore enabled to deal promptly and accurately with their customers.

In addition to the hide and wool business proper which they carry on, they are also agents for the Cornwall and York Cotton Mills Company of St. John, N.B.

They keep on hand in their warehouse standard sizes of beam warps, broad and narrow. Odd sizes and numbers are made to order and shipped direct on short notice. Warps can be supplied on the beam, in the skein, chain, ball, or on the cop, single or double, and dyed any color.

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3/4 of the Straw, and 7/10 of the Manure **is wasted** by using Long Straw for Bedding.



Straw cut with the **CLIMAX BLOWER** takes one day at the slackest season of the year, and saves your Straw for feed and Manure for increased crops.

4/5 of your time, and your horses energy **is wasted** hauling small loads over bad roads during the winter. A ten ton lead is a pleasant possibility on roads made with

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1/2 your time **is wasted** experimenting with poor Ploughs and poorer Repairs.

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The Freyseng Cork Co. Limited

To celebrate the 30th anniversary of a prosperous and continually growing business a firm must have peculiar claims on its customers. This is the position of THE FREYSENG CORK COMPANY, LIMITED, and for that reason a sketch of its career will be found interesting by the general public as well as by those more intimately associated by business relations.

THE FREYSENG CORK COMPANY, LIMITED, manufacturers and importers of cork and supplies, now the largest, and one of the oldest cork firms in



THE TORONTO HOUSE

existence in the Dominion of Canada, established themselves in March, 1875. At that date the business was originally carried on by Mr. P. Freyseng and his late partner, Mr. J. E. Doyle, under the name of P. Freyseng & Company, Toronto.

The business was carried on first at 78 Colborne Street, and in 1880, owing to the increase of business, they were compelled to move to larger premises at 71 Jarvis Street. The business increased so extensively that the firm was compelled to build a new factory, located at the corner of Queen and Sumach Streets, into which they moved in 1885. Again, in 1893, they were compelled to enlarge their factory premises to double their capacity, besides which, within the last two years, they have found it necessary to engage additional storage warehouses.

From the start the business was eminently successful and rapidly spread far beyond the local requirements. The result was that in 1879 the firm of P. Freyseng & Company found it to the interest of their trade and themselves to open a branch house for the Eastern Provinces. This they located in Montreal, under the name of J. E. Doyle & Company, and Mr. J. E. Doyle took over the management of it. They established their office and factory at 434 St. James Street. These premises were destroyed by fire 1893, although, owing to increase of business, larger premises had already been secured at 421 St. James Street, to which they moved after the fire. These premises they continued to occupy until 1902, when it was found necessary, owing to the steady increase of business, to build their new factory and warehouse at 655-661 St. Paul Street, which is their present address in Montreal.

Meanwhile the reputation of the firm for making none but the best quality of cork goods and for their keen attention to the wants of their customers and to their shipping department was spreading throughout the Dominion. In order to meet

promptly the demands of the trade the firm also found it necessary to establish agencies in every province in the Dominion of Canada. These now include Vancouver, B.C.; Winnipeg, Man.; Ottawa, Ont.; Quebec, Que.; St. John, N.B.; Halifax, N.S. and Charlottetown, P.E.I.

In 1892, upon the death of the partner, Mr. J. E. Doyle, it became necessary to make some change in the business and the management of the Montreal department was taken over by Mr. Otto Zepf. Owing to the steady increase of the business, Mr. P. Freyseng found it advisable to form a Joint Stock Company, in the year 1902, under the name of FREYSENG CORK COMPANY, LIMITED, Toronto and Montreal, Mr. Otto Zepf being appointed Managing Director of the Montreal house.

It will thus be seen that from a small beginning, as manufacturers and importers, with only four or five employees, this firm has grown to such an extent that at the present date they have between 65 and 70 employees, who receive steady employment all the year round. Their large factory in Toronto, consisting of basement and three storeys, with floor space of 27,000 square feet, and their new Montreal factory, with basement and three storeys, containing about 26,000 square feet floor space, are well known to the trade in general all over the Dominion of Canada. There all kinds of corks are manufactured by skilled workmen, with the most improved, modern, up-to-date machinery.

The success of this firm is due to the careful selection of corkwood out of which the goods are made, and to the close attention given to the requirements of the trade, in all lines, as well as the superiority of their standard quality of goods. The whole is manufactured under the supervision of the head of the firm, Mr. P. Freyseng, who has had an experience of 40 years in this line of business.

They also have their own representative, as well as other connections, in Portugal and Spain, whose duty it is to look up the best supply of corkwood and corks that can be procured in these countries. Besides this, the firm find it to the interest of their business to pay periodical visits to their representatives in Europe. This gives one an idea how carefully the requirements of the trade are looked after by this firm.

The yearly output of machine cut and hand cut corks by the Freyseng Cork Co., to supply the home market, amounts to the enormous quantity of about 600,000 gross of corks of all kinds, suitable for the brewery and bottling trade, drug trade, etc., besides which, the firm make other specialties,



THE MONTREAL HOUSE

such as cork life preservers and cork ring buoys for steam-boat use, made according to Government regulation, and numerous other specialties in the cork line. They also handle corking machines, capsule machines, metal capsules for all kinds of bottles and flasks, tinfoil, gold foil, labels, bottle wax, wooden bungs and spiles, and many other articles used in the bottling trade.

The company now is under the able management of Mr. P. Freyseng as President and General Manager at the Head Office, Toronto, Mr. Otto Zepf being Managing Director of the Montreal business, and Mr. Ed. Freyseng, Vice-President and Mechanical Superintendent of the factories, with an able staff of twelve travellers and representatives, covering the whole of Canada, from coast to coast.

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We have tried to eclipse our previous records for high-class fur jackets in Persian Lamb and Alaska Seal by making particular efforts to have our experts select only the very best of pelts, and to see that these are manufactured into jackets of only the latest fashion and best finish.

Below we give a few items from our large Catalogue.

- No. 10—Persian Lamb Blouse, two stripes Mink or Stone Marten trimming, sleeves same as shown or any others desired.
 - No. 1 quality, 22 inches in back, 24 inches long front, \$150.00
 - No. 2 quality, 22 inches in back, 24 inches long \$125.00
- No. 11—Persian Lamb Jacket, with Stone Marten or Mink trimming, 24 inches long. Sleeves same as cut, or any style desired. One stripe Mink lapels. \$10.00 extra for two stripes. Each additional inch \$2.50 extra. \$140.00
- No. 12—Persian Lamb Jacket, shawl collar, 26 inches long, Mink trimming.
 - No. 1 quality \$175.00
- Same with Stone Marten. \$175.00
- Same with Baum Marten. \$200.00
- No. 13—Alaska Seal Jacket, best London dyed, staple style, 24 inches long. Any sleeve desired. Tight-fitting back.
 - Box or semi-fitting front, No. 1 quality \$225.00
 - No. 2 quality \$200.00
- No. 13—Same style in Electric Seal, 24 inches long. \$30.00
- No. 14—Alaska Seal Jacket, 26 inches long, best London dyed Seal, tight-fitting blouse front, sleeves same as cut or any desired. \$250.00
- No. 14—Same style in Electric Seal. \$35.00
- Same style in Near Seal \$50.00

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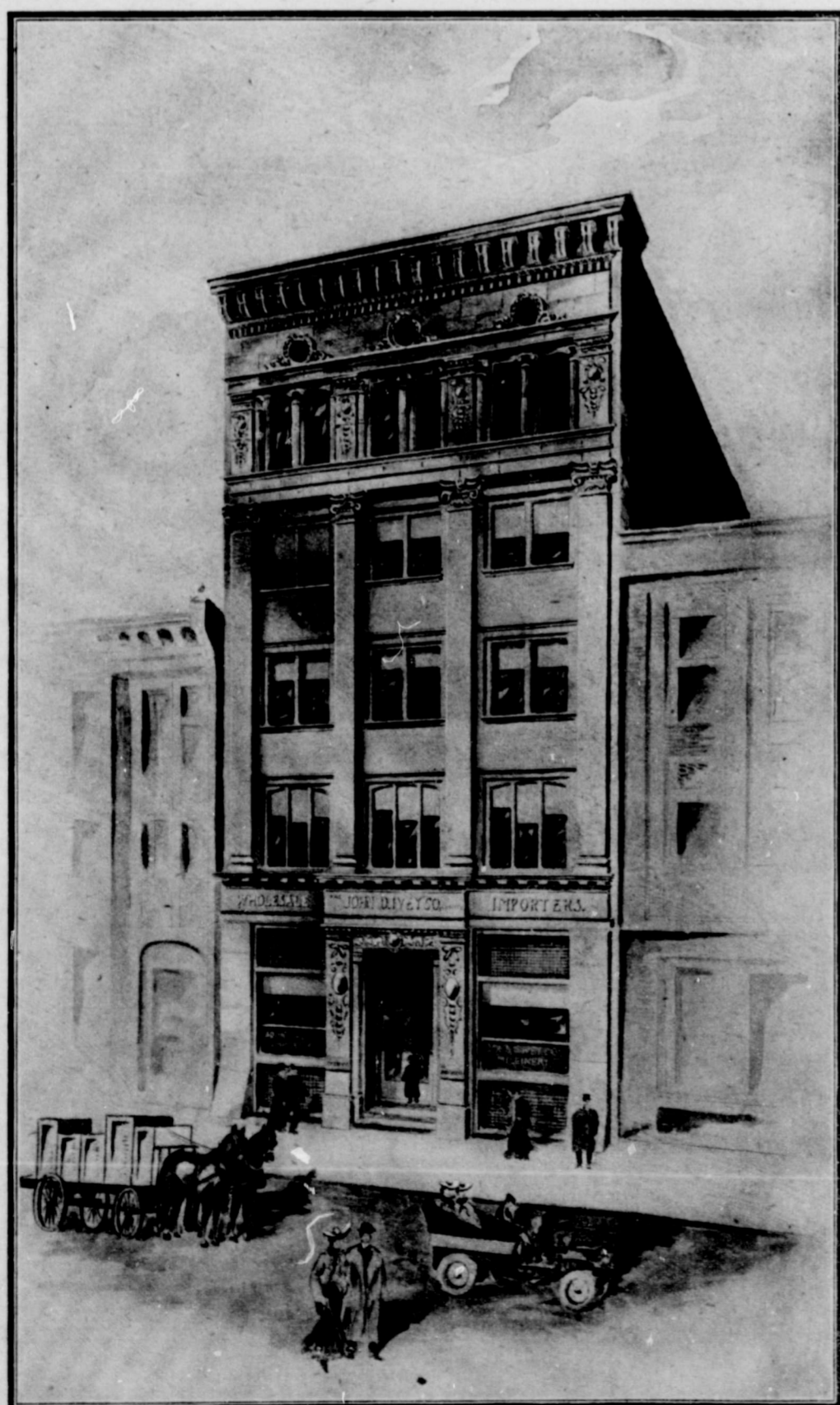
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(Continued from page 20)

	1870.	1903.
Number	163	391
School rates	\$31,845	\$293,348
Other receipts	26,655	192,154
Teachers Salaries	41,738	210,199
Total expended	58,500	435,440
Attendance	20,652	45,904

For the City of Toronto the growth is even more satisfactory as shown in this table:—

	1870.	1903.
Number	22	22
School rates	\$1,972	\$52,983
Receipts, other sources	2,085	28,525
Teachers Salaries	3,300	27,705
Total expended	4,056	80,241
Attendance	5,072	5,072

The number of schools and the attendance in 1870 are not available from the records.

A Few of the Institutions.

Though all the institutions and teachers, secular and lay are zealous in their work space forbids mention of more than a few. The college of the archdiocese is St. Michael's, directed by the Basilian Fathers and affiliated with the University of Toronto. Founded in 1852 by Bishop Charbonnel, the institution first opened on Queen Street, opposite the present Metropolitan Methodist Church, but later it was moved to a wing of St. Michael's Palace. In September, 1855, the corner-stone of the present building on St. Joseph street was laid and the work of teaching began in the following September. The Christian Brothers, whose fame as teachers is world-wide, were brought to Toronto in May, 1851, by Bishop Charbonnel. Their chief institution is De la Salle Institute, which stands to the Separate Schools of Toronto, as the collegiate institutes do to the public schools. St. Mary's School and St. John's Industrial School are also under their control and many of the brothers are found as teachers in other schools. Upon his appointment, Bishop Power visited Ireland and invited the Sister of Loretto to superintend the superior education of the female portion of his flock. It was not, however, until 1847 that his design was carried out, and in September of that year, four professed nuns and one novice arrived here. Their home was first on Duke Street, later Bathurst Street and Bond Street and finally in 1867 through the late Archbishop Walsh, then Vicar-General, they were able to purchase the present property so well-known in educational circles as the Loretto Abbey.

An invaluable addition to the diocese is St. Michael's Hospital on Bond Street, established in July, 1892. The new wing was built and furnished through the generosity of the late Mr. Hugh Ryan. The institution is under control of the Sisters of St. Joseph, with Mother Assumption as superioress, but is open to all without distinction of race or creed. It has accommodation for about 200 patients and is equipped with every appliance that modern surgery can desire. There are usually about 40 nurses in training, and for them, a home has been erected on Victoria Street adjoining the hospital.

Among the powerful auxiliaries of the Church, are the parish societies. One of the most interesting in connection with the Cathedral is the "Pope's Militia," whose purpose is to keep a kind, but guiding hand on the boy who leaves school and often finds himself without restriction at home or abroad. There are sixteen circles, each containing fifteen associates in active membership who pledge themselves to go to confession and approach Holy Communion four times during the year.

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JNO. F. ELLIS, Treasurer

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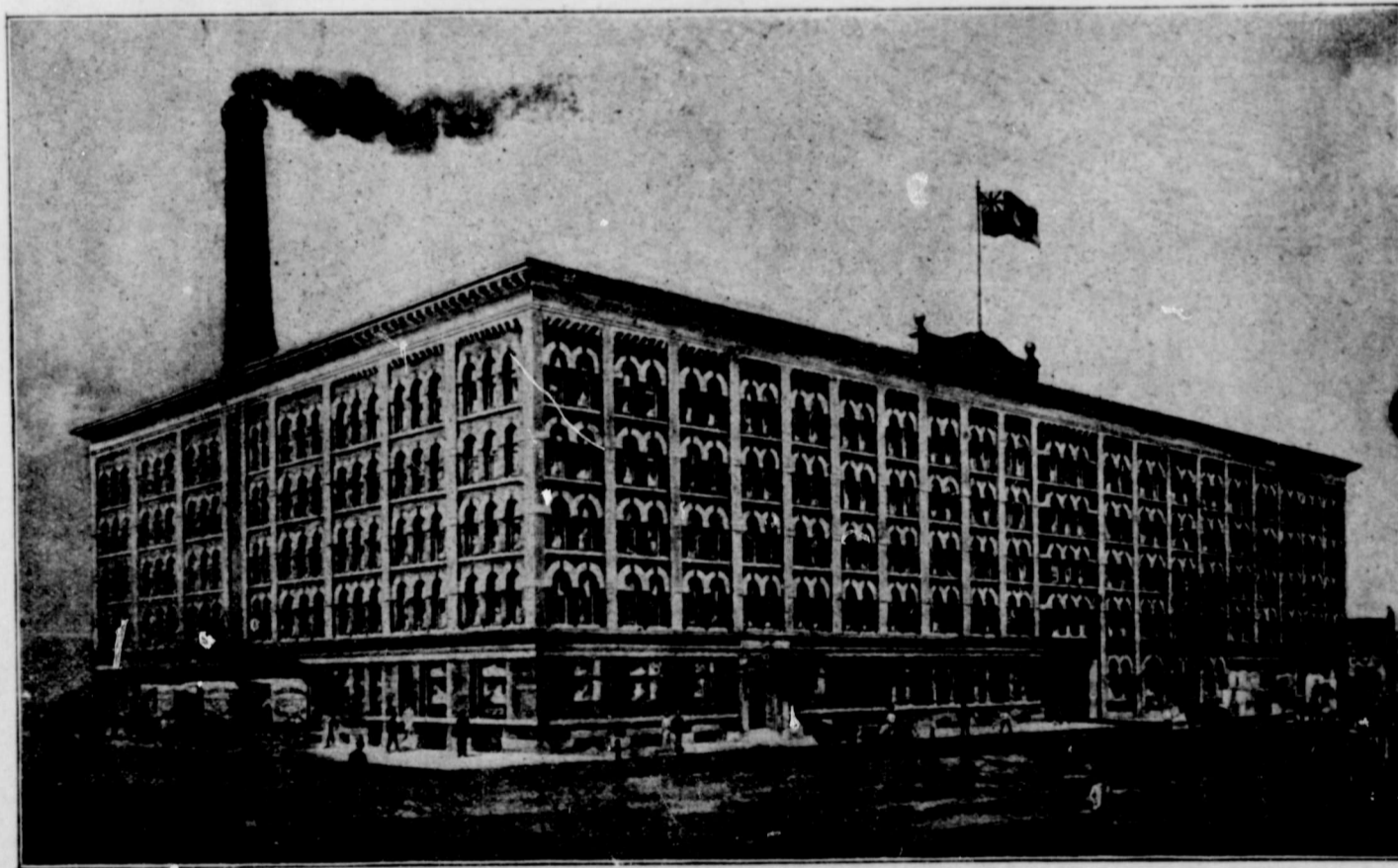
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The Canadian Northern Railway.

A New Projected Transcontinental Line Uniting the East with the West.

TWENTY-five years ago, the idea of a transcontinental railway stretching from eastern Canada across the broad prairies of the West, to the Pacific Coast, was looked upon as the dream of impractical men, a scheme that was bound to result in ruin for those who entered into it and in national disaster.

To-day, that great country, lapped now by some thousands of miles of railways is called the "Granary of the Empire," a land upon which can be produced wheat enough to supply all of Great Britain, that customer of all the world. To this vast Western territory, the nations of the earth are moving, settling up the prairie lands, cultivating the soil and producing grain in such quantities that the United States, hitherto an indifferent spectator of the marvellous development of Western Canada, now recognizes in this young and growing country a mighty rival, a rival, too, that is taking away from the States many of her best sons and daughters, who have come over to Canadian territory, there to share in the prosperity which a friendly nation gives to all who are not afraid of work.

Rapid as has been the extension of railways in Western Canada, development has still not kept pace with settlement. Railways are being pushed into the heart of the country as fast as material can be secured and workmen engaged to lay the tracks, but the cry is ever for more railways. The existing lines now in the country are all profitable enterprises, and it has now come to be a race between the different railway systems as to which shall first get into the yet undeveloped territories. There is no longer heard the note of pessimism, the future of the railroads in the West is assured, the difficulty being now, that lines cannot be put down fast enough.

An important factor in solving the transportation problem of the West, and one bound to be more important in the future, is the Canadian Northern Railway, an ambitious transcontinental project, which is being carried out steadily and rapidly by Mr. William Mackenzie and Mr. D. D. Mann. These two gentlemen are the life and soul of a great railway project which will eventually connect Eastern Canada with the Pacific Coast by a highway of steel, and give to Canada another transcontinental railway.

Commencing at Port Arthur, at the head of Lake Superior, the Canadian Northern Railway has steadily forged its way to Winnipeg, the capital of the wealthy Province of Manitoba, past Winnipeg through to the northwestern point of Manitoba and then straight across the great territory of Saskatchewan to Prince Albert. Another line tapping the main line in Manitoba at a point called Grand View, stretches in a northwesterly direction to Edmonton, the "City of the North," as it is termed, and the head of the wealthy fur trade of the North-west. The line which is now in course of construction will reach Edmonton next fall in time to move out the crops, for the country around there is already well settled.

It is the intention of the Canadian Northern management to extend the line from Edmonton to the Pacific Coast, passing through the Rocky Mountains. Just what route the road will take has not yet been announced by the management. Already in the West, the Canadian Northern operates over 1,400 miles of road, and it taps the Province of Manitoba, which has been well settled for from fifteen to twenty years past in all directions. Taking Winnipeg as a centre, the Canadian Northern now extends to Fort William and Port Arthur on the east, to Brandon, Hartney, and Kam sack on the west, the latter station being the most westerly point on the main line, while the extensions noted above are going rapidly on. Among the important centres already touched by the Canadian Northern, are Port Arthur, Fort William, Mine Centre, Port Frances, Rainy River, Winnipeg, Fortage La Prairie, Neepawa, Gladstone, Dauphin, Emerson, Swan River, Morris, Belmont, Hartney, Carman, Brandon, Carberry, Grand View, Erwood, Clan William. These and all intermediate points are now reached by this rapidly growing railway system of the West, while several new lines of equal of greater importance are projected.

For instance, it is instructive to point out what the construction of the division between Grand View and Edmonton means in the development of the West. The distance between these far-off towns is approximately 620 miles. The line joining them will take a course through north-eastern Assinaboia, and the extensive, rich, and fertile valley of the Saskatchewan and its tributaries. The land lying within the distance of 30 miles on each side of the railway line would have an area of 23,000,000 acres. A better conception of this enormous tract can be formed when it is considered that it contains 144,000 farms of 160 acres each, and allowing four as the average number of each family, it would provide homes for 600,000 people. The extent to which this traffic would be developed by urban centres which would necessarily spring up, may easily be imagined. It must also be remembered that in this calculation, 30 miles is a very moderate average. To suppose settlements would be formed from the railway. If an estimate is made according to the usual distance that settlements extend on each side of the railway line in similar districts of the North-West, Alberta for instance, it is probably no exaggeration to say that the road from Grand View to Edmonton would open up the vast area of 40,000,000 acres of arable land. This would make 250,000 farms of a quarter section in each, and provide homes for a rural population of 1,000,000 residing within moderate distance of the proposed line, more than one-sixth of the present population of the Dominion.

The soil and climatic conditions belonging to the North-West in general, prevail in this district, and are extremely favorable to the best class of farming, and for growing all the staple products. Winter usually extends from November to March. Seeding begins about April, and harvesting operations start in August. After the "bumper" harvests of the last few years it is not necessary to speak at length of the abundant manner in which spring wheat yields. Regarding the other grains, barley and rye are grown successfully everywhere, while the cool

summers peculiar to the north greatly foster the oat crop. The samples of this grain, which were awarded the highest honors at the Paris Exposition, were grown within ten miles of Edmonton. Timothy may also be grown in abundance, but so far the native hay, which is unexcelled for nutriment, has not made its cultivation to any great extent necessary. The valleys, also, of the many tributaries of the Saskatchewan are specially adapted for grazing purposes, in some of which, particularly the Vermillion, about 100 miles from Edmonton, great herds already roam.

It is to be expected that the country opened up by the Grand View-Edmonton line will be rapidly settled. A continuous stream of settlers has for some years poured into northern Alberta, and the obvious explanation is that it has been supplied with transportation by the railway running north from Calgary. The soil and climate of the new region, which this projected line will open up are very similar to those of Alberta, and it is most reasonable to conclude that this new road will be followed by rapid settlement, such as has of recent years characterized the adjoining territory.

From authoritative statistical reports it is estimated that no less than 17,000 immigrants settled in northern Alberta in the years '88, 1899 and 1900. The influx of 1900 was nearly three times as great as in the previous year. From this estimate it would seem just to expect that, ten years after the Canadian Northern is completed from Grand View to Edmonton, the district it will pass through will contain a population of 150,000, and untold acres of prairie land will be yielding the golden grain or be the pasture lands for countless herds. It may be added that Prince Albert has a population of 3,000, and Edmonton 9,000 to 10,000, which, with Saskatchewan, a town across the river, makes a city of 15,000 population. These two latter towns have been served for several years past by a line of the Canadian Northern connecting them.

One of the new sections of railroad projected by the management of the Canadian Northern is a line from Toronto to James Bay, which would thus make connections with any great transcontinental railway that might be operated, as well as with the one already existing. That such a line will be of great benefit to Toronto and the section

of country through which it will pass, as well as the entire Dominion, there is no question. At the present time there is only one line operated, that from Toronto to North Bay, on either side of which stretches a wide district but ill-supplied with railroad conveniences. Even on the west of this Toronto-North Bay line there are places where the distance between it and Georgian Bay is something like fifty miles, which makes it extremely difficult to reach the great centres from this district. Then, too, the present line runs west of Lake Simcoe and east of Lake Muskoka and Lake Nipissing, and to the other side of these respective bodies of water there stretches a large and valuable territory, waiting to be opened up. The new territory which will be opened up by this projected line, rich in agricultural and mineral lands, the healthy competition that would result, and the greatly increased forwarding facilities, would seem to make another line from Toronto northward most desirable.

Winnipeg may be termed the centre of the Canadian Northern Railway system. Here all the lines converge, and run in one main line from Winnipeg to Fort William and Port Arthur. These two towns constitute the head of lake navigation in Canada. Here the management of the Canadian Northern Railway has established machine shops, and has placed itself in a position to afford for the present, and provide for the future all the terminal facilities that are, or shall be, necessary. A lake frontage has been secured of almost two miles in extent, possessing magnificent possibilities as a location for elevators, yards, shops, freight and coal docks, as well as splendid facilities for the transfer of passengers. At the present time an extensive warehouse many hundred feet in length receives and distributes package and other variety of freight. Adequate arrangements, that can be extended most advantageously, are made for handling

coal and other heavy freightage. A splendid passenger station is provided for in the centre of the town, and the passenger trains run along the lake front to this point.

The terminal facilities for handling and storing grain at Port Arthur come in for special mention, as they are an all-important factor in Western transportation. Here, at the head of lake navigation, the Canadian Northern has erected two immense working house elevators, each having an annex consisting of 80 fire-proof pipe tanks, or 160 in all. The total capacity of these elevators is 7,000,000 bushels. For the perfect working of the machinery installed here and their enormous capacity, these elevators are considered to be unsurpassed upon the continent. The annexes, which are built entirely of hollow fire-brick and steel imbedded in cement, are regarded as the finest grain storage buildings in America. The railway tracks run through the elevator, and as many as fifteen cars can be unloaded in an hour. The annex consists of immense circular bins, about 90 feet high. There are 80 of them in each annex, each containing 23,000 bushels, and the spaces between them are utilized, each space holding 7,000 bushels.

More rapidly still can the cars and boats be loaded from the great spouts which run from the elevators. A car can be loaded in the space of three minutes, while it is a common thing for a boat to be loaded with a trimmed cargo of 115,000 bushels in three hours time.

But it is not for the freight traffic alone that the Canadian Northern Railway has prepared itself to compete. The vigor and enterprise displayed here are also shown in the excellent passenger service the management has provided, and which has become growingly popular. In fact the passenger service has taken on such proportions that this "Steamship Limited," was inaugurated, year a fast train service, called the

to make the trip daily between Port Arthur and Winnipeg. The day coaches and sleeping-cars are of the very latest pattern and standard, with the best equipment in service on American fast trains. A dining-car is attached, in which meals are regularly served, and the most substantial dish, as well as every delicacy of the season is here provided. Passengers on these trains as well as on all the others operated by the company, are assured by the management of the most courteous treatment at the hands of all officials. Connections are also made at Port Arthur with steamers of the Northern Navigation Company, the Canadian Pacific Steamship line, and the Canadian Pacific all-rail route. Passage can thus be secured all-rail or lake and rail to all points east and west. These fast trains lately put on by the Canadian Northern are regarded as a very valuable addition to the passenger service, and a credit to the list of "limited" trains making through trips in Canada.

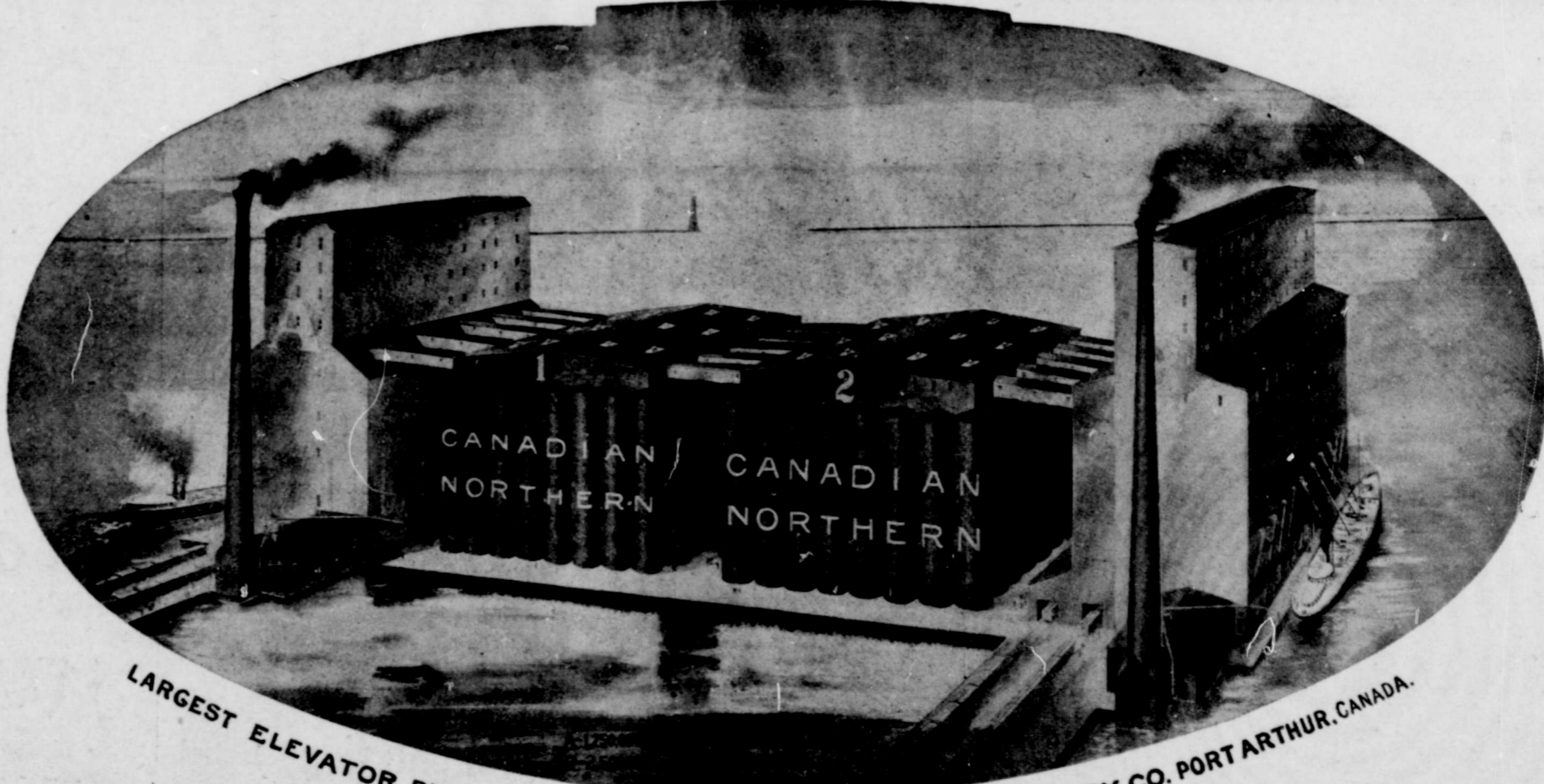
The Canadian Northern has also direct communication between Winnipeg and St. Paul by its own line, which gives it an opportunity to compete for the passenger and freight traffic of the United States.

Canada moves westward, and the Canadian Northern reaching out, as it is, to become a great continental line, purposes in the future, as in the past, to be in the vanguard of the march. It is not to be thought for a moment that it considers Edmonton as its final goal. Already a survey party is in the Peace River district, surveying the region this railway is now projected through. Away to the west of this are the Rockies, with the Yellowhead Pass opening the way to the mineral and forest wealth of British Columbia, through which by the eye of faith in Canada's greatness one can see the Canadian Northern trains rushing on their way to the western metropolis to be founded on the shores of the Pacific.

A Threshing Scene on the line of the Canadian Northern. Many an acre of what was this year virgin prairie will be the scene of similar operations next year.



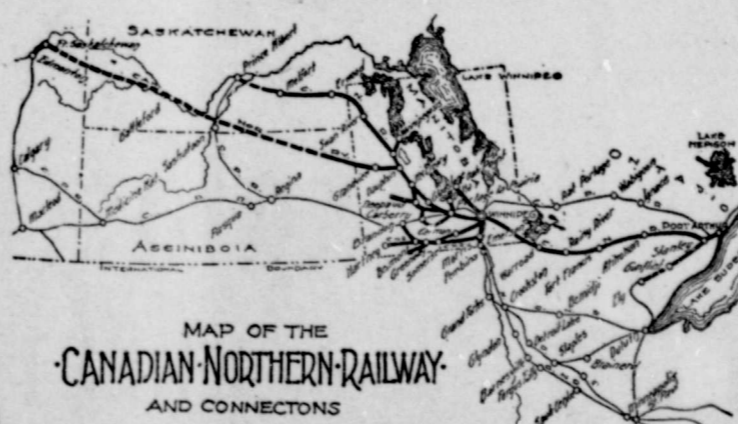
A herd of Polled Angus Cattle. Substantial evidence of the good grazing territory served by the Canadian Northern Railway.



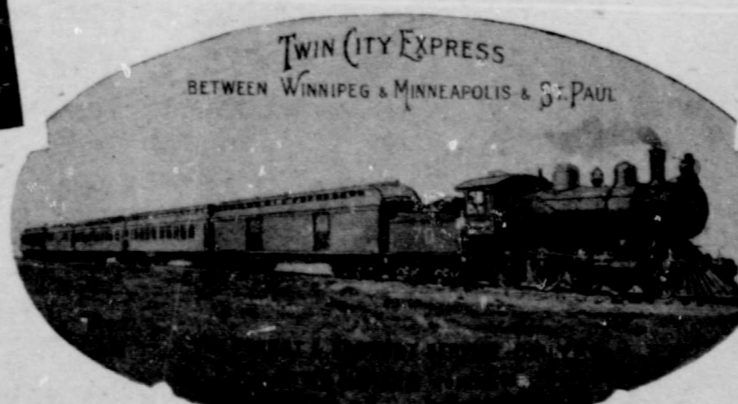
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"Gentlemen—Having been cured of a very troublesome disease, I find it my duty to write you a few lines. I was troubled with a very great palpitation of the heart and nervous prostration. I was attacked with it at College, and could not follow up the games of the University without being overcome with fatigue. I could not descend the stairs without resting half-way. I have left College, and am working in a general store, where I found your famous pills. I used three boxes, and am now completely cured. I cannot thank you enough. You may use this letter for the purpose of benefiting anyone who is suffering as I did. My home is in Sackville, N.B., but at present I am on Prince Edward Island."
"I remain, dear sirs, RAY V. CORMIER."
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Manufacturing City after Half a Century of Progress and Enterprise. Takes First-class Rank among the Dominion's Greater Communities.

NO city in Canada is marked by greater industrial activity than Hamilton. To this have contributed its excellent natural advantages and the industry and energy of the citizens. Since the era of railway development began, nearly sixty years ago, Hamilton has always done business "on the main line." It was the first to contribute from its civic exchequer towards the construction of railways and has reaped the benefit of its generosity and sagacity. Even before that, it had a leading place among the late ports.

To-day, with a population of over 55,000, Hamilton is a perfect hive of industry. The thrifty application of skill and capital to widely diversified lines of manufacturing which marked her early career is still a distinguishing characteristic. Not only have the old firms enjoyed continuous prosperity, but every year new and better things come into the field. With the past year, for example, the largest electrical and agricultural implement companies in the world have chosen Hamilton as the site for enormous factories for both domestic and export trade. The increasing workshops have added to the population and wealth of the city. It is noticeable that the factories are equipped with the most modern machinery, and the result is that Hamilton competes with the world in metal wood, and leather industries, textile fabrics, glassware, pottery, clothing, fruits, meats, etc. Banking and other financial institutions have kept pace with the industrial development. While there has been such material progress, the intellectual life has not been forgotten. Hamilton has always been noted for its educational facilities of all classes, and, for their joint use, the citizens have erected one of the finest public libraries in the Dominion. In every respect they have maintained the words on the city's crest: "I advance. Commerce, Prudence, Industry."

With the growth of the city the Catholic Church has been closely identified. When the diocese was first established on February 17, 1856, the population of the city was only 27,000, but the total assessment was £2,750,000, indicating even then that the city was on a solid basis. The diocese now stretches from the shores of Lake Ontario to the most northerly point of the Bruce peninsula, washed by the waters of Lake Huron and Georgian Bay. It includes the Counties of Wentworth, Brant, Halton, Haldimand, Wellington, Waterloo, Grey and Bruce. The following table will show the progress of the whole diocese:—

	1856.	1904.
Bishop	1	1
Diocesan priests	5	43
Priests of religious orders	8	18
Churches with resident priests	6	38
Missions with churches	0	23
Stations	15	20
Academies	0	3
Pupils	0	105
Parochial schools	5	51
Pupils	500	5,247
Convents	3	15
Hospitals	0	2
Orphan asylums	1	3
Orphans	40	197
Houses of Providence	0	2
Population, Catholic about	18,000	50,000

The first Bishop was Right Rev. John Farrell, born 1820, consecrated May 11, 1856, died Sept. 26, 1873. One of the first works of Bishop Farrell in the new diocese was to make provision for the education of the children. That there was need of this was evident, for there were in the City of Hamilton at that time 1,335 Roman Catholic children of school age. Through his efforts two separate schools were established there in 1857. The records for that year show that on these schools was expended the sum of £356. Of this the supporters contributed £48. There were nine teachers, so that theirs must have been largely a work of love. The last report showed that there were in the city eight schools, on which was expended \$13,539, of which \$11,446 was contributed by supporters. There were 37 teachers, whose salaries came to \$6,267. The pupils in attendance numbered 1,608.

The successors of Bishop Farrell were Right Rev. P. F. Crinno, born 1818, consecrated April 19, 1894, died Nov. 25, 1882; Right Rev. J. J. Carberry, born April 30, 1823, consecrated Nov. 11, 1883, died Dec. 19, 1887, and the present occupant, Right Rev. Thomas Joseph Dowling. Bishop Dowling was born in Limerick, Ireland, Feb. 28, 1840, and came to Canada in 1851. Having received his education at St. Michael's College, Toronto, and the Grand Seminary, Montreal, he was ordained priest in August, 1864. His first charge was at Paris, Ont., where he remained for twenty-two years. In the meantime on Feb. 6, 1881, he was appointed Vicar-General of the Diocese of Hamilton, and two years later Administrator, until the appointment of Bishop Carberry. On the death of Bishop Jamot he was consecrated Bishop of Peterboro May 1, 1887, and on the death of Bishop Carberry he was transferred to the Bishopric of Hamilton. From the beginning of his career he has always shown indomitable perseverance and great executive ability. When he

entered on his pastorate at Paris the church was unfinished and heavily burdened with debt, but through his lectures and appeals in Chicago, the oil regions of Pennsylvania and other places, the debt was entirely paid in two years. In 187 he purchased the property on which stands the Paris Separate School and residence for the Sisters of St. Joseph, and in 1880 he was instrumental in building St. Patrick's Church at Galt. He accompanied the Canadian pilgrims to Rome in 1877 and assisted at the golden jubilee of Pius IX. In 1893 he paid a second visit to Rome and assisted at the golden jubilee of Leo XIII. He has always taken a deep interest in the affairs of his native land, and in 1896 was appointed a delegate to the Irish National Convention at Dublin.

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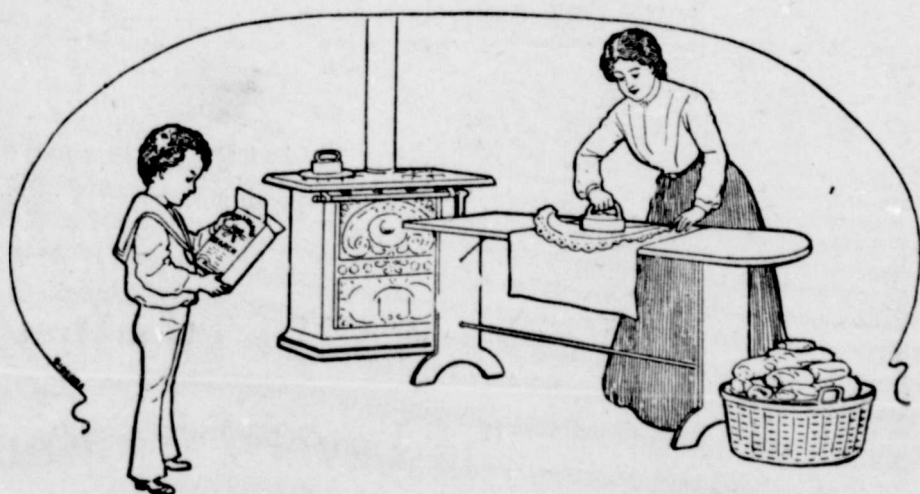


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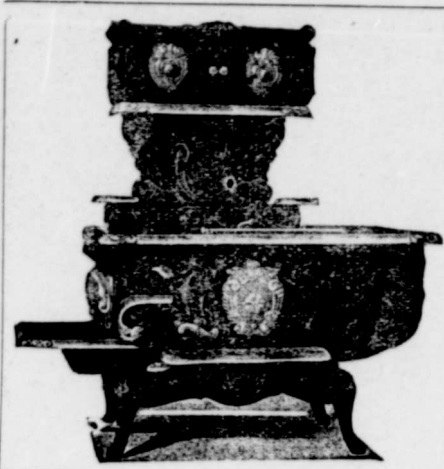
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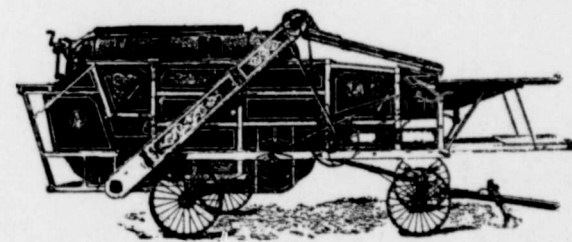
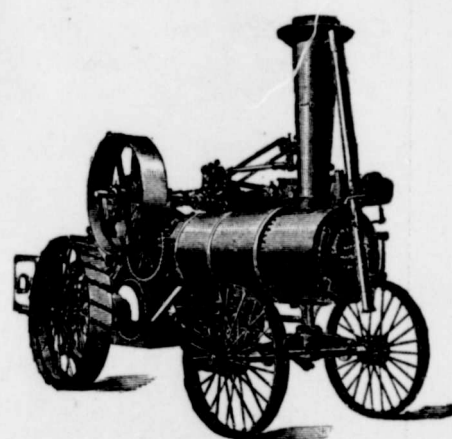
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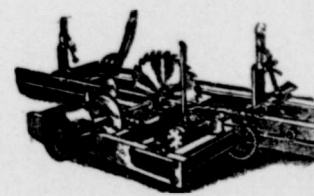
LEVEL TREAD POWERS (2 and 3 Horse). SWEEP POWERS (2 to 12 Horse).

PLOWING ENGINE TENDERS, &c., &c.

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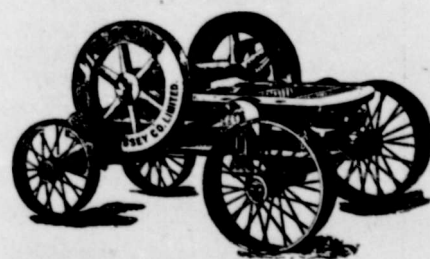
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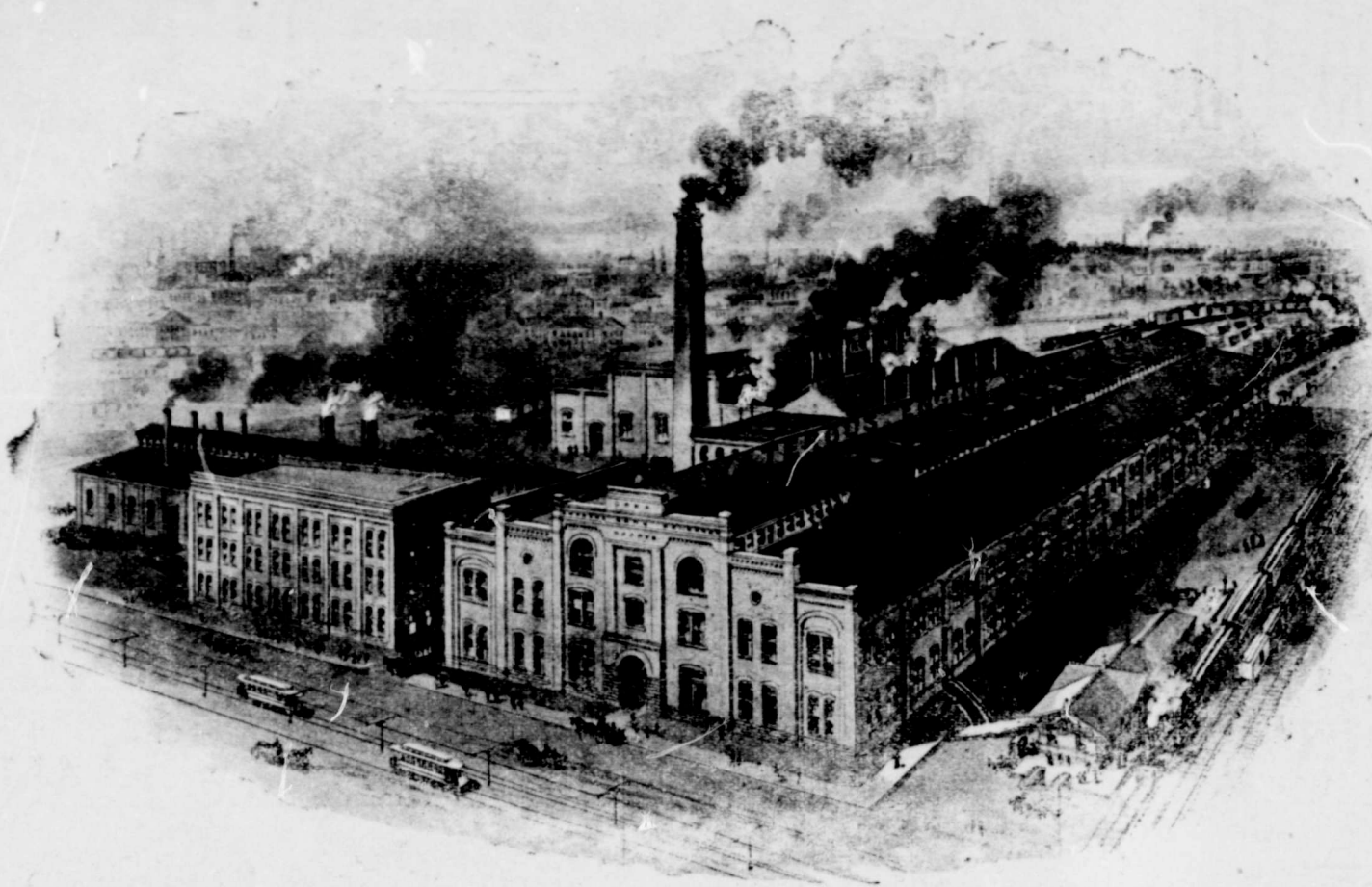
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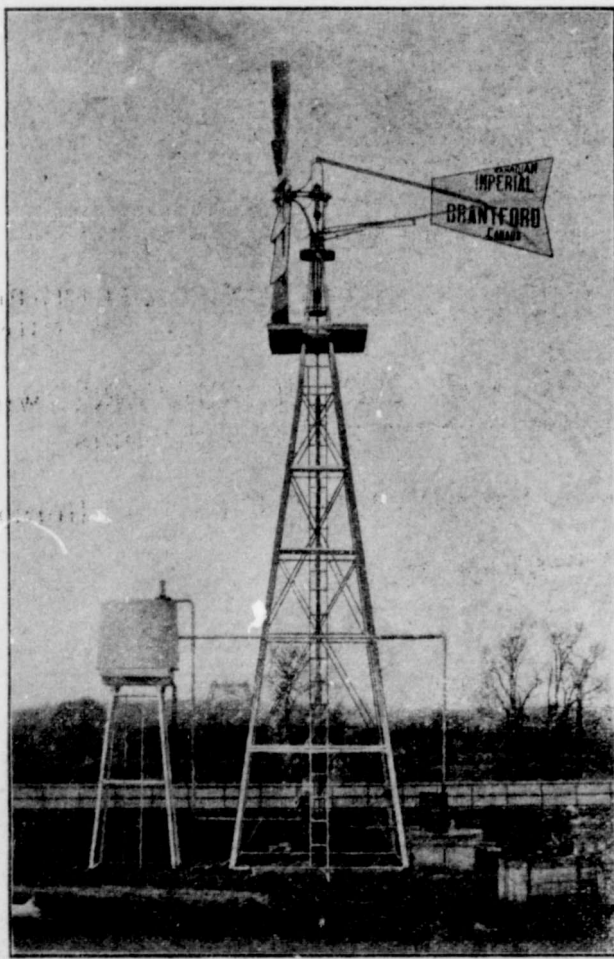
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**Wholesale and Retail
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HAMILTON, ONTARIO

Brantford Steel Windmills



Out of Outfit that Beat the Work in two months' Trial

We Manufacture

Power and Pumping Windmills
 Maple Leaf Grain Grinders, 8 to 14 in.
 Ideal Gas and Gasoline Engines
 Iron and Wood Pumps, Etc.

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Goold, Shapley & Muir Co.

LIMITED
 BRANTFORD, CANADA

Can Eat Anything Now.

How many Dyspeptics can say that?
 Or perhaps you are dyspeptic and don't know it.

Have you any of these symptoms?

Variable appetite, a faint gnawing feeling at the pit of the stomach, unsatisfied hunger, a loathing of food, rising and souring of food, a painful load at the pit of the stomach, constipation, or are you gloomy and miserable? Then you are a dyspeptic. The cure is careful diet; avoid stimulants and narcotics, do not drink at meals, keep regular habits, and regulate the stomach and bowels with **BURDOCK BLOOD BITTERS**, Nature's specific for Dyspepsia.
 Miss Laura Chicoine, Belle Anse, Que., says of its wonderful curative powers:—"Last winter I was very thin, and was fast losing flesh owing to the run-down state of my system. I suffered from Dyspepsia, loss of appetite and bad blood. I tried everything I could get, but to no purpose; then finally started to use Burdock Blood Bitters. From the first day I felt the good effect of the medicine and am now feeling strong and well again. I can eat anything now without any ill after-effects. It gives me great assurance to recommend Burdock Blood Bitters, for I feel it saved my life."

Joseph Russell

Manufacturer of

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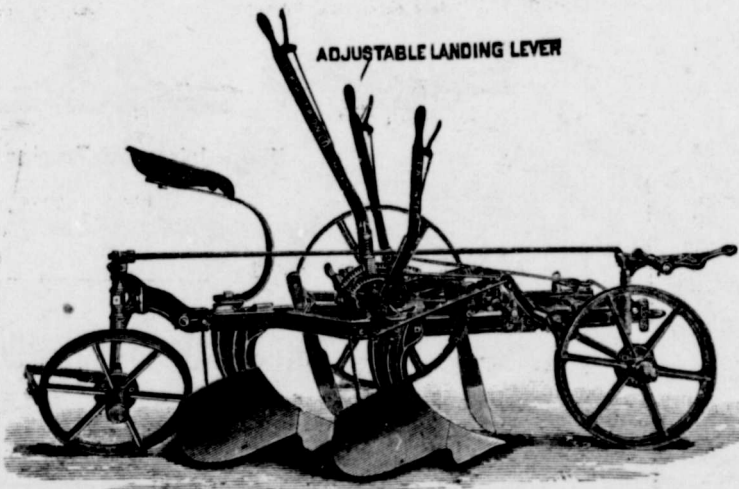
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THE BEST GANG FOR GENERAL WORK

Supplied with Wide or Narrow Bottoms



Your Boy can use it!

Your Boy will like it!

What the farmer wants is good work.
 The Shamrock will please everyone.

It Works Well! The Draft is Light!
 The Levers are Handy!

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"Happy Thought"

CANADA'S BEST KITCHEN RANGE

Over 120,000 in use in the Dominion

Bakes Perfectly! Saves Fuel!

Keeps a Fire Day and Night

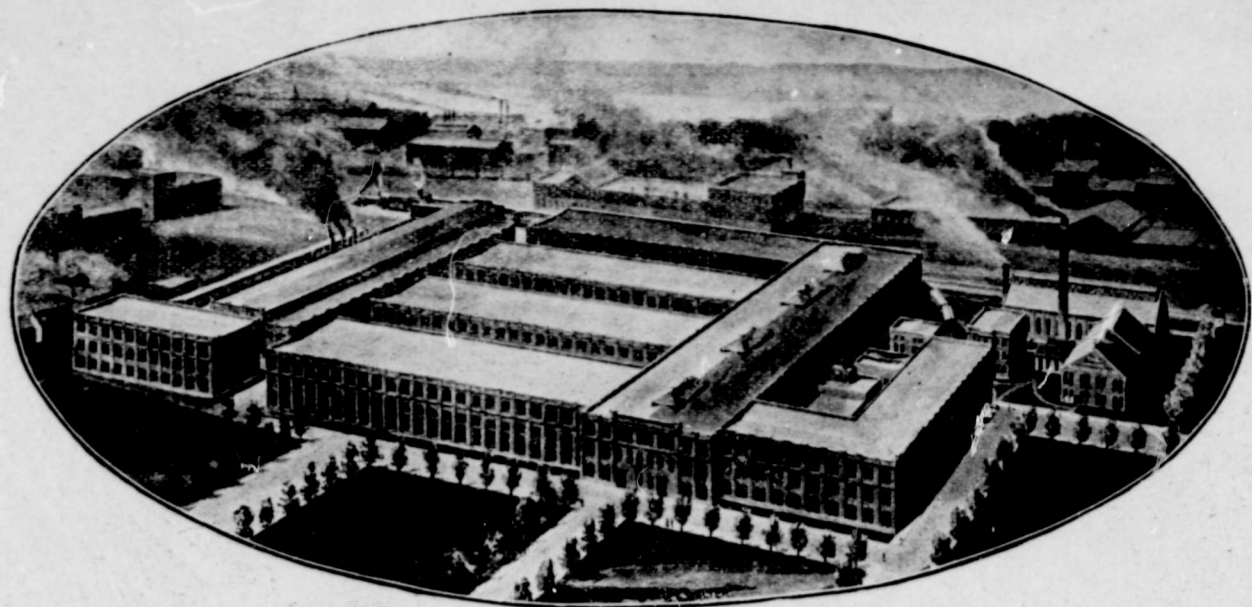
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THE WILLIAM BUCK STOVE CO.

BRANTFORD, ONTARIO

Sold by Leading Dealers Everywhere

Toronto Agent R. BIGLEY, 96 & 98 Queen St. E.



The manufacturing plant shown in the accompanying illustration is that of the Canadian Westinghouse Company, Limited, located in Hamilton, Ontario. The incorporation of this Company about one year ago marked the advent of the Westinghouse Company into the field of Canadian Electrical manufacture. For a number of years previous to that time electrical apparatus of Westinghouse manufacture had enjoyed an extended sale in the Canadian market, continuous growth of the business however recently developing it to such proportions that provision for production on Canadian soil became a necessity. For some eight years past the manufacturing interests of the Westinghouse Companies in Canada had been confined to a plant at Hamilton operating under the name of Westinghouse Manufacturing Company, Limited, and engaged in the manufacture of Air Brake apparatus of standard Westinghouse type for equipment of Canadian railways. As this plant had been located in Hamilton with very satisfactory results it was natural that the plant for production of electrical apparatus should be similarly located, and, an adjoining lot of property having been secured for the purpose, it was decided to operate the old and the new plants as separate departments of a single company, while, due to the field of operation of the company as well as the fact that a large and influential body of Canadian citizens were joining hands in the furtherance of a business of which the foundations were laid in Westinghouse practice and experience, it seemed eminently proper that the name selected should be "Canadian Westinghouse Company, Limited."

The group of buildings at the extreme right of the illustration constitutes the Brake plant, which, being thoroughly equipped as a complete unit in itself, was left to continue operation in this manner. The main buildings standing in the centre of the plan were added to take care of the manufacture of electrical apparatus, and those on the extreme left, consisting of Pattern Shop and Foundry, were provided to supply the needs of the Brake and Electric Departments in lines of both Brass and Iron castings.

In the group of buildings comprising the Electric Department, the one extending at right-angles from the approximate centre of the front contains the Warehouse, Testing and Shipping Departments, while the wings leading into the same from both sides are machine shops, those on the right being intended for the manufacture of the lighter kinds of electrical apparatus, while the heavier parts will be machined and assembled in the wings coming in from the left. These latter, it will be noticed, lie directly between the Foundry and the Testing and Shipping Departments, so that there will be a progressive movement of material from the raw stage to that of shipment from the warehouse.

Tracks for receipt and shipment of material in car-load lots are provided at the Foundry and in the Machine shop and Warehouse in the Electric Department as well as for the Brake Department group of buildings, and as the main line of the Grand Trunk Railway lies along the immediate rear of the property, shipping facilities are very satisfactory. For inter-work handling of material an industrial railway traversing the yard and various buildings, with cars drawn by storage battery locomotive, will be installed, and electric travelling cranes are provided in each of the main buildings for quick and economical handling of material and parts entering into the manufacture of the product of the shop, while easy communication from floor to floor is provided for by conveniently located elevators operated by electric motors.

In constructive features the new buildings embody the latest approved features in the art of factory construction, one of the most interesting points being the employment of reinforced concrete for all floor construction above the ground, including supports for same, as well as for the roofs of all the buildings. The buildings are not only handsome in appearance but are particularly well adapted for housing the processes for which they are intended, and at the same time have been put up with attention to solidity and durability which will warrant their serving future generations. The construction of the plant has been in the hands of Westinghouse, Church, Kerr & Company, of New York, as Engineers and General Contractors.

The Directors of the Company are:

Geo. Westinghouse (President), F. H. Taylor (Vice-President), L. A. Osborn, Geo. C. Smith, of Pittsburgh; H. H. Westinghouse (Vice-President), New York; Hon. J. M. Gibson, Paul J. Myler (Acting Vice-President), Hamilton; C. F. Sise, Montreal; T. Ahern and W. Y. Soper, Ottawa.

The Local Officers are:

Paul J. Myler, General Manager; F. A. Merrick, Manager of Works; John H. Kerr, Secretary; N. S. Braden, Sales Manager; and A. R. Miller, Assistant Treasurer.

The Head Offices of the Company are located at Hamilton and District Offices have been established at Montreal, Toronto, Halifax, Winnipeg and Vancouver.

The manufacturing equipment of the plant will be on the most modern lines as developed in the Pittsburgh factories of the Westinghouse Companies, and will thus be adapted to maintain the high standard of excellence which has made "Westinghouse" apparatus a favorite with the Canadian public.

FROM MOTHER TO DAUGHTER

Many times during the past half century has the mother given as a wedding present to her daughter the "1847 ROGERS BROS." silverware that she herself used in early life. With many years of wear already to its credit, it was still in condition to satisfy another generation. What better proof of the actual value of

"1847 ROGERS BROS."

is necessary? You will find it much easier to sell silverware, "same as mother used" than other brands little known to the purchasing public. Let people know you sell "1847 ROGERS BROS." goods, which are beautiful in design, finely finished, enduring in quality, and well known as "Silver Plate that Wears."

MADE ONLY BY
MERIDEN BRITANNIA CO.,
 (INTERNATIONAL SILVER CO., SUCCESSOR.)
MERIDEN, CONN.
 This is the brand you see so generally advertised, and is the acknowledged standard of quality.

SAWYER & MASSEY CO., LIMITED.

A notable instance of the development of Canadian manufacturing industries in the past few years is seen in the extensive plant of the Sawyer & Massey Co., Limited, of Hamilton, Ont. Canadian manufacturers last year reached the top notch of prosperity, and this company, which has always been to the forefront in enterprise, has participated to a full extent in the general business success. The company, which is a very large manufacturer of threshing machines and engines, saws and mills and engines, roadmaking machinery and engines, while it has its factory and headquarters at Hamilton, conducts a North-West branch at Winnipeg, Man.

The present officers of the firm are: H. P. Coburn, Vice-President and General Manager; George Kirkland, Manager of the North-West branch; Thomas S. De Pew, manager of the threshing department, and Edward Crawford, manager of the road machine department. The business was originally established by Messrs. McQuesten & Fisher, the for-

mer being great uncle to the present Vice-President and General Manager, Mr. H. P. Coburn.

A very gratifying success has attended the efforts of the company in the manufacture of road machines. This success of their road machine department has been largely due to the creditable reputation earned by their engines and machines, which have been long in use by the Canadian public.

The road machine department was opened in 1897, and to encourage the movement and to educate the people to the advantages of roadmaking by machinery over hand labor, both as regards economy and quality of the work done, the company spent several thousand dollars in equipping a train of road-making machinery for the Eastern Townships, which made a dozen sample macadam roadways in different municipalities during two seasons. The liberality of the company in this respect has now brought fruit, and their steel road graders, rock crushers and other

roadmaking machinery are being largely bought by townships and contractors, a result due to the efficient and permanent manner in which they accomplish the work.

While the Sawyer & Massey Company do some export trade with Australia and South America in engines, that branch of their business is as yet somewhat limited. The fact is that the demand in this country for their goods is such that their works have been fully occupied in supplying the home trade. The development of the North-West, too, has created a market which bids fair to be practically unlimited, and in this territory the goods of the company bear a splendid reputation.

Such raw material as the company cannot obtain in Canada is imported from Great Britain and the United States. The company all the year round employ between three hundred and four hundred hands, and their output totals up the splendid figure of one million dollars yearly.

BANK OF HAMILTON

J. TURNBULL, General Manager.

Head Office, - HAMILTON.
 Capital, \$2,200,000.
 Reserve, \$2,000,000.
 Total Assets, \$26,500,000.

BRANCHES:

- | | |
|---------------------|----------------------|
| Abernethy, N.W.T. | Midland. |
| Alton. | Milton. |
| Atwood. | Mitchell. |
| Berlin. | Minnedosa, Man. |
| Beamsville. | Moorefield. |
| Blyth. | Moose Jaw, N.W.T. |
| Brandon, Man. | Morden, Man. |
| Brantford. | Niagara Falls. |
| Carman, Man. | Niagara Falls South. |
| Chesley. | Orangeville. |
| Delhi. | Owen Sound. |
| Dundas. | Palmerston. |
| Dundalk. | Pilot Mound, Man. |
| Dunville. | Plum Coulee, Man. |
| Fordwich. | Port Elgin. |
| Georgetown. | Port Rowan. |
| Gladstone, Man. | Ripley. |
| Grimsby. | Roland, Man. |
| Gorrie. | Saskatoon, N.W.T. |
| Hamilton. | Simcoe. |
| (Barton Street) | Southampton. |
| (Deering Branch) | Stonewall, Man. |
| (East End) | Teeswater. |
| (West End) | Toronto. |
| Hamiota, Man. | Toronto. |
| Hagersville. | Queen and Spadina. |
| Indian Head, N.W.T. | Vancouver, B.C. |
| Jarvis. | Wingham. |
| Kamloops, B.C. | Winnipeg, Man. |
| Listowel. | Winnipeg. |
| Lucknow. | Grain Exchange Br. |
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CORRESPONDENTS IN GREAT BRITAIN:

- National Provincial Bank of England, Limited.

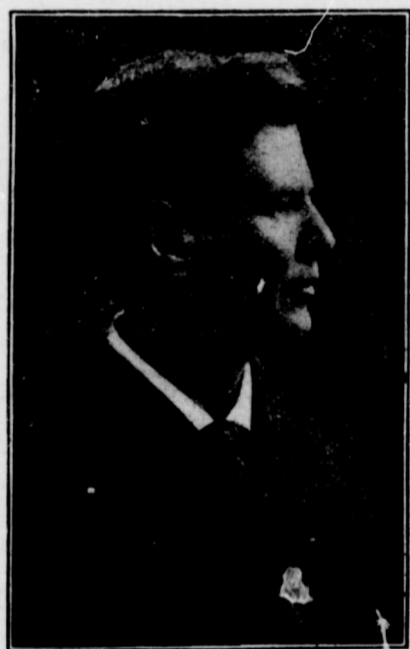
Savings Banks at all Offices.
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Collections effected in all parts of Canada promptly and cheaply.

Investment Exchange Co.

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BUY, SELL AND EXCHANGE
 NEGOTIABLE VALUES



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If you are interested in Mining, Oil, Smelter, or Industrial Stocks, write us. If you wish to buy, we will sell. If you wish to sell, we will buy. If you wish to invest your money so as to make money, we can secure for you a safe and profitable investment. If you wish to buy or sell Real Estate, write us. If you are interested in Life Insurance we will send information regarding all leading companies, with rates. We sell Accident and Health Indemnities, Employer's Liability and Fidelity Bonds. Write for particulars and rates. Let us get acquainted. Acquaintance begets confidence. Confidence begets business. Business with us means success and satisfaction for all concerned.

Address all communications to the Manager.

"MAPLE LEAF"

STITCHED COTTON DUCK BELTING

MADE IN CANADA



MADE IN CANADA

"MAPLE LEAF" is made of the best Cotton Duck, woven to our own special formula.
 "MAPLE LEAF" is the truest running belt on the market.
 "MAPLE LEAF" is superior to either Rubber or Leather, and in many places will do work that no other make of belt will.
 "MAPLE LEAF" is suitable for all kinds of Factories, Mills, etc., for power and carrying.

MAIN DRIVE BELTS A SPECIALTY

Ask for "MAPLE LEAF" and take no other. BEWARE OF IMITATIONS.

Manufactured ONLY BY **DOMINION BELTING CO., Limited,**
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Use Our "Maple Leaf" Belt Dressing.

TUCKETT'S

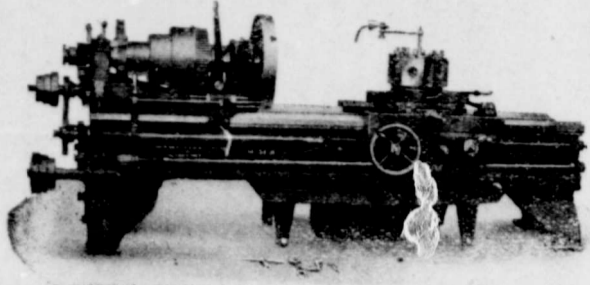
T & B

MYRTLE NAVY

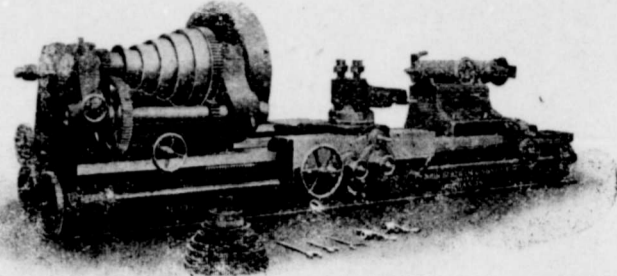
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For Sale Everywhere.

BERTRAM'S HEAVY MACHINE TOOLS OF MOST MODERN TYPE

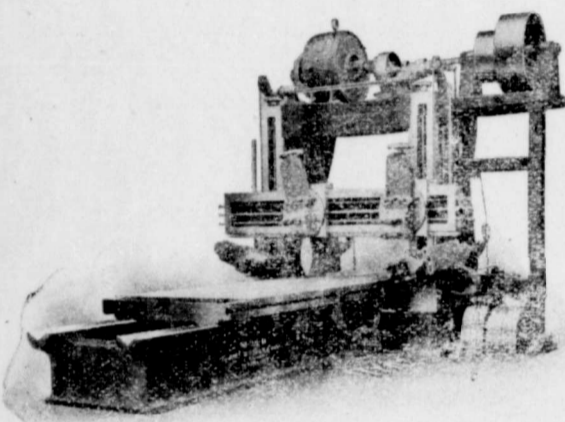


24-inch FRICTION HEAD TURRET LATHE with Automatic stop, which is one of a large line of Turret Lathes we manufacture.

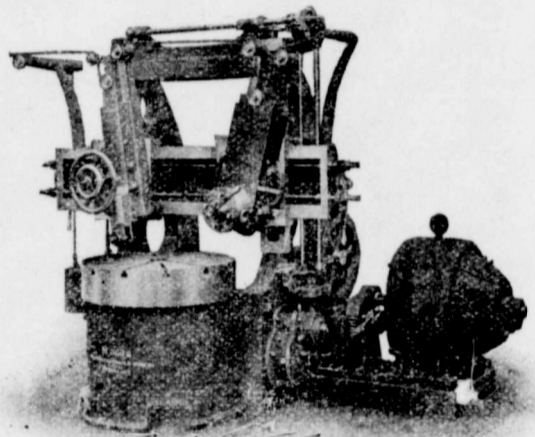


STANDARD ENGINE LATHES 12 to 72-Inch Swing. Design—Highest type of modern construction. Operation—Simple and convenient. Belt or motor drive.

See our Full Line of
CAR, LOCOMOTIVE, SHIP YARD,
BRIDGE and MACHINE SHOP TOOLS,
which are attracting world-wide atten-
tion by their size, weight
and power.



SPUR and SPIRAL GEAR PLANERS 24 inches to 96 inches wide: Constructed with heavy beds, tables, housings, etc., giving exceptional solidity and capacity for heavy work.



BORING and TURNING MILLS from 27 inches to 14 feet wide. The above illustration shows our 37-inch Boring Mill with motor drive.

The JOHN BERTRAM & SONS CO., Limited

BRANCH OFFICE—
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MONTREAL, QUE.

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The Slingsby Mfg. Co., Limited,

MAKERS OF THE



BED and HORSE BLANKETS

Sheetings, Linings,
Kerseys,
Mackinaw and
Costume Cloths,
YARNS OF ALL KINDS

AT ALL UP-TO-DATE DEALERS

Factory and Office

BRANTFORD, - ONTARIO

Many Women Suffer Untold Agony From Kidney Trouble.

Very often they think it is from so-called "female disease." There is less female trouble than they think. Women suffer from backache, sleeplessness, nervousness, irritability, and a dragging-down feeling in the loins. So do men, and they do not have "female trouble." Why, then, blame all your trouble to female disease? With healthy kidneys, few women will ever have "female disorders." The kidneys are so closely connected with all the internal organs, that when the kidneys go wrong, everything goes wrong. Much distress would be saved if women would only take

DOAN'S KIDNEY PILLS
at stated intervals.

Miss Nellie Clark, Lambeth, Ont., tells of her cure in the following words:—"I suffered for about two years with kidney trouble. I ached all over, especially in the small of my back; not being able to sleep well, no appetite, menstruation irregular, nervous irritability, and brick-dust deposit in urine, were some of my symptoms. I took Doan's Kidney Pills. The pain in my back gradually left me, my appetite returned, I sleep well, and am effectually cured. I can highly recommend Doan's Kidney Pills to all sufferers from kidney trouble."

Price 50 cents per box, or 3 for \$1.25. All dealers, or DOAN KIDNEY PILL CO., TORONTO, ONT.

Guelph Carpet Mills Co.

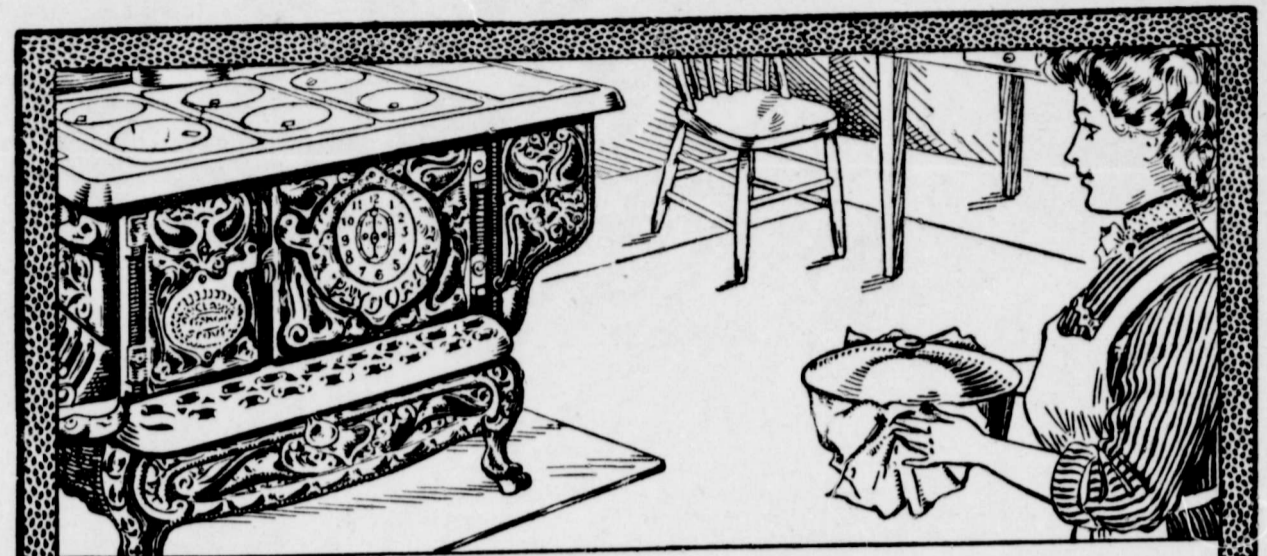
Limited.

MANUFACTURERS OF

WILTON, BRUSSELS,
VELVET,
TAPESTRY
AND
INGRAIN

..CARPETS..

GUELPH, - ONTARIO



Pandora Range

Oven Thermometer. No "Bad Luck" Baking Days.

Twenty degrees difference in the temperature of an oven is sufficient to make "good luck" or "bad luck" in baking many kinds of food.

The heat in the oven of a range not fitted with a thermometer, or worse, fitted with a poor instrument, will easily vary twenty degrees—result is unpalatable, burned or half-baked food, a cross cook and a disappointed family at meal time.

Thermometer fitted in oven door of "Pandora" range has been a proven success for fifteen years, and every instrument is carefully adjusted, and tested by heat, before sending out—the first, best and only thermometer which is of any real value to those who do baking.

"Pandora" range is handsome, economical on fuel, a perfect baker, and is fitted with a few special and important features, such as triple triangular grates, enameled steel reservoir and sheet steel warming closet, which are not found on any other make of range.

Sold by all enterprising dealers. Booklet free.

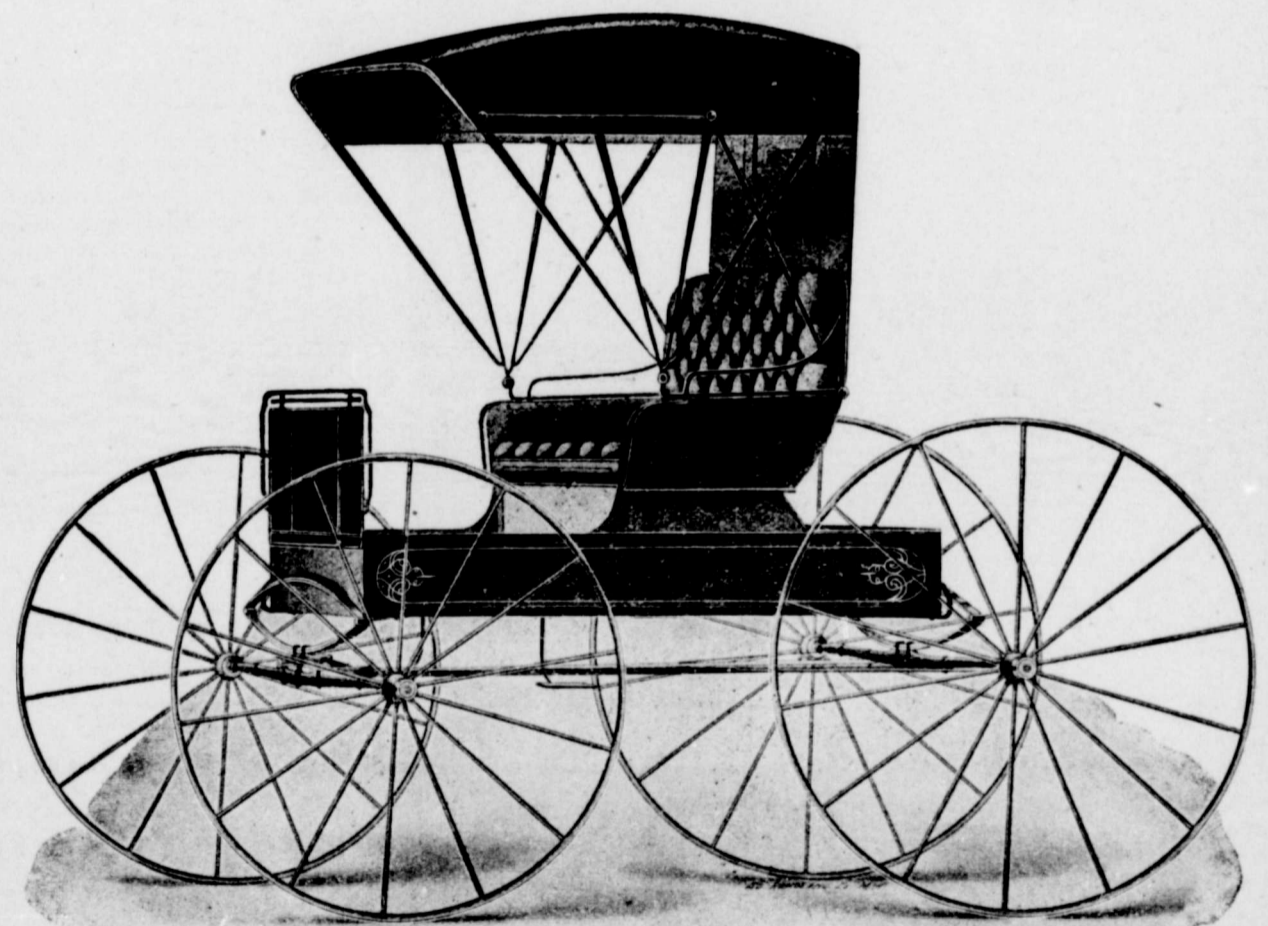
McClary's

London, Toronto, Montreal, Winnipeg, Vancouver, St. John, N. B.

ARMSTRONG CARRIAGES

BUILT AT GUELPH SINCE 1834 BY

ARMSTRONGS, THE CANADIAN CARRIAGE BUILDERS



THIS ILLUSTRATES ONE OF OUR STANDARD STYLES

ARMSTRONG CARRIAGES

are built on honor by experienced mechanics, and assure DEALERS handling them and USERS driving them satisfaction.

We are pleased to mail Catalogue to any interested enquirer on receipt of application.

J. B. ARMSTRONG MFG. CO., Limited

(THE GUELPH CARRIAGE GOODS CO.)

GUELPH, - - CANADA

The Development of Manufacturing. Progress of a Third of a Century.

Canadians in Active Competition with the Whole World.

The Association of Manufacturers.

Some of the Features of an Age of Combinations.

The stand of Canadian Manufacturers regarding an Imperial Preference—The Tariff must remain sufficiently high to give adequate protection to Canadian industries—The relations of employers and employees.

GATHERING strength from year to year, the manufacturing industries of Canada are reaching a proud eminence, not through artificial means, but through the development of her wonderful resources and the skill and intelligence of her people.

At the beginning of its history manufacturing made slow progress. The country was new and unexplored, and the population sparse. But half a century ago, with the development of railways, came a change. Even then the basis of five great industries had been laid, milling, lumber, iron, woollens and furniture. The streams which watered the woodlands afforded the chief source of power, and with the opening of markets these industries grew and flourished. With Confederation a new era opened and Canada went ahead by leaps and bounds.

Third of a Century's Progress.

To the readers of The Catholic Register, established almost immediately afterwards, a comparison of manufacturing then and now will be interesting. The census of 1871 will make a starting point. In that year there were 43,756 establishments; capital invested, \$77,964,020; amount paid in wages, \$40,851,009; number of hands employed, 187,942; value of raw material, \$124,907,846; total value of products, \$221,617,773. But establishments is a rather indefinite term, and in the last census of 1901 it was confined to the employment of five or more persons. Reducing the census of 1891 to that basis, we have the following fairly accurate comparison for the decade ending 1901:—Establishments 11,126, decrease 1,278; capital invested \$441,053,000, increase \$144,702,744; employees 306,094, increase 37,601; wages \$88,143,472, increase \$9,651,127; value of products \$452,775,577, increase \$93,692,941. During the past three years there has been, of course, further expansion of manufacturing. This progress has not been without difficulty, but it is safe to say that, with the exception of some of the heavier structural steel and iron and some of the finer textiles, there is now scarcely a class of manufactured goods which cannot be made in Canada fit to compete with the world.

The iron industry began under the French regime at Three Rivers, in 1737, but its modern development dates from 1887, when bounties were offered by the Dominion Government. Canada to-day has 18 blast furnaces for the production of pig iron, with a capacity of more than a million tons annually. The steel industry has advanced to the manufacture of rails, and before long every variety of heavier work will be made here. The scores of subsidiary companies have hitherto imported a large portion of their raw materials, but the foreign article is being displaced to a greater extent each year by the domestic.

There are 26 cotton mills, employing 15,000 hands, and representing an investment of about \$25,000,000. Thirty years ago the existing mills made only the coarser grades, and to-day most of the finer lines are also made. Keeping up with this development has been that of subsidiary industries, such as shirts, collars and whitewear generally.

There are 300 woollen mills, employing about 12,000 hands, and representing an investment of about \$15,000,000. Their products can scarcely be excelled anywhere.

Notwithstanding the development along other lines, lumber maintains a foremost place in addition to the export of the raw material which formed the greater part of the business in former days. Canadians are utilizing it more and more in the manufacture of finished products, thus employing our natural resources to the further advantage of the country. Last year the exports of wood and manufactures of wood exceeded \$40,000,000.

The butter, cheese and packing industries have made enormous strides in the past 35 years, and last year their exports exceeded \$50,000,000.

An Age of Combinations.

This is an age of combination, for increasing production, for decreasing the cost thereof, and for mutual assistance in developing markets. In this feature of modern industrial life Canadian manufacturers have had their share. One recent example is the union of the Dominion Cotton Mills Company, itself a combination of ten mills, with three others, under the name of the Dominion Textile Company, with a capital of \$10,000,000. Then the manufacturers themselves, without regard to the nature of their products, have formed an energetic and wide-awake association to promote the interests which they have in common. At its inception the tariff was its chief concern, and naturally it was ranged on the side of the Protectionists. The tariff has now for some time been eliminated from party politics, both parties agreeing upon the subject in general, though differing in detail. In consequence the Association

for some years has endeavored to steer clear of the shoals of politics, with resulting increase of membership and of influence. An Imperial preference is the latest phase of the tariff question, and on that the Association has taken a firm stand. A preference of 33 1/3 per cent. has been in force for about seven years in favor of British goods. The Preferential Tariff

The Government now proposes a triple tariff—one scale of duties for high tariff countries, like the United States, a lower scale for low tariff foreign countries, and a third still lower for countries included in the British Empire. The Association is unanimous in favor of an Imperial preference, but holds that the remaining duty should be sufficiently high to give adequate protection to Canadian industries, taking into consideration the higher wages and higher rates of interest paid in this country, as compared with the United Kingdom. At the same time, it does not favor any reduction in the amount of the preference, holding that it should still be 33 1/3 per cent. lower than the minimum tariff on foreign products.

This reference to wages brings up the question of the relations between the manufacturers and their employees in this country. It is gratifying to The Catholic Register to know that representatives of the Trades and Labor Congress and of the Manufacturers' Association will confer this month to discuss ways and means for the prevention and settlement of labor disputes. There is no doubt that both employees and employers in Canada desire mutual peace and prosperity. Though there may not be agreement on every point raised, good must result when the leading men of both sides come together with the earnest desire to eliminate strife and promote feelings of friendliness and co-operation.

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The Art of Manufacturing Hair Goods

The first years of the Twentieth Century have shown many wonderful changes in the designing and manufacture of many articles for personal use and adornment, and in none more than in Hair Goods for ladies and gentlemen.

The designing, creating and making of Pompadour Bangs, Switches, Waves, Head Coverings, Transformations and Coils, for ladies' wear, and of Toupees and Wigs for gentlemen, requires a very high order of ability along peculiar lines, for the real creator of fashionable, natural-looking and artistic Hair Goods must himself be an artist and possess the faculty, not alone to create an idea, but to work it out to a successful issue. Anyone who is at all conversant with the styles and fashions in Hair Creations is aware that during the last ten years marked and radical departures have been inaugurated, looking toward a perfecting and making more natural of all artificial Hair Goods.

To no other, perhaps, as much as to Mr. W. T. Pember, proprietor of the widely-known Pember Store, are these changes for the better to be credited. He has worked along strictly original and unique lines entirely from the inception of the business, and his reward has come in seeing his ideas become the vogue and having them widely copied all over the country. The number of dainty and fetching styles and the many advantages of the ever-popular Pompadour Bang in straight and natural wavy hair, in Switches, also in straight and natural wavy hair, and in Toupees and Wigs for gentlemen, to be credited to Mr. Pember's genius, is surprising, and his latest effort, upon which he has just been granted a patent by the Dominion Government, bids fair to cap the climax of all his previous achievements.

This is no less than a base for Bangs, Waves, Wigs, and Toupees, and all Hair Goods requiring a part or in which a parting is desired, which is a perfect and absolute reproduction of the human scalp, and so true to nature is the appearance of this scalp, that when the hair is parted and dressed, nobody, no matter how keen eyed they may be, can detect the imitation from the real scalp. To every lady or gentleman who finds it necessary or desirable to wear Hair Creations, such an invention must be of incalculable value, since it removes the last possible chance of anyone being able to detect the fact that the hair worn is not of nature's own growing. The hair is so inserted in this fac-simile of the human scalp that it is shown growing just the same as upon the human head, and the hair may be parted wherever the wearer desires. Along with this great innovation the Pember Store is ever to the front with all the best and most exclusive ideas in Hair Dressing, Manicuring, Massaging and Hair Culture, and every lady or gentleman who is anxious to get the very best obtainable will keep the Pember Store, 127-129 Yonge Street, Toronto, ever in mind.

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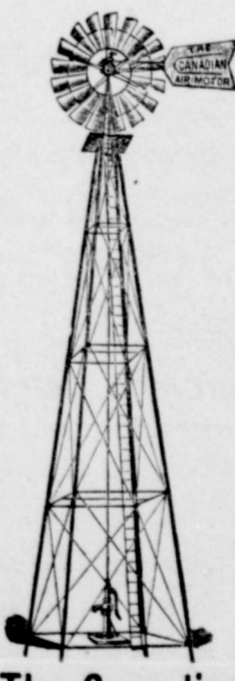
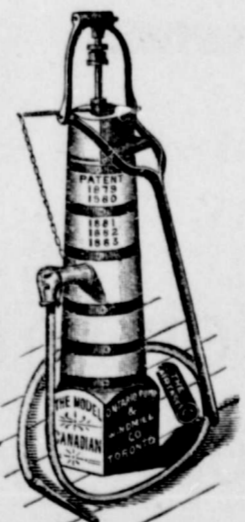
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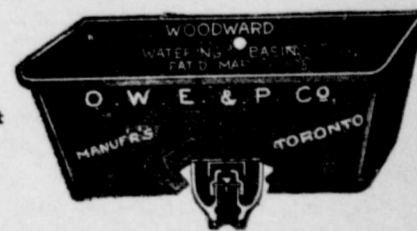


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The Ontario Department of Public Works.

WORKS under the control of the Ontario Department of Public Works are frequently confused by the general public with those constructed by the Dominion Government. Works under the Ontario Department are more nearly of Provincial importance, and as such come more closely in touch with the comfort and welfare of the average citizen. The functions of this branch of the civil service are of constantly increasing importance to the welfare and progress of the Province, and what has been done for older Ontario in the past will have to be repeated on a much extended scale for the greater Ontario beyond the height of land.

Public Buildings.

Numerous public buildings, educational institutions, asylums and reformatories have been erected and are maintained by the Province. While this Department has nothing to do with the management of these institutions, it takes charge of their design and construction. Construction is, in a sense, the more important portion of the work, yet subsequent maintenance and repair involves a vast amount of detail not generally realized. In addition to ordinary repairs, these buildings are from time to time remodelled, altered or enlarged to suit growing or changing requirements. Housing, as each of these buildings do, and in a contracted space, a population equal to that of a village, the sanitary arrangements, systems of sewage disposal, water supply, heating, lighting and ventilation demand constant attention, and each case creates a new problem with varying requirements and necessitating distinctive treatment.

Possibly the most noteworthy of these buildings from an architectural standpoint are the Provincial Parliament Buildings in Queen's Park, Toronto. They are massive and handsome, of brown stone from the Credit Valley quarries, and were built at an expenditure of about one and a quarter millions. They are of a design to greatly facilitate the transaction of the business of the Province, are greatly admired by tourists, while the cost, in view of the workmanship, is considered phenomenally low.

Among other of the principal buildings thus erected and maintained are: Government House, Toronto, the official residence of the Lieutenant-Governor; Osgoode Hall, Toronto, the chief building of the Province for the Administration of Justice, the Educational Department, Normal and Model Schools, Toronto; the School of Practical Science, Toronto; the newly erected Chemistry and Mining Building, Toronto; the Andrew Mercer Reformatory and Refuge for Women, Toronto; the Toronto Asylum for the Insane; the Mimico Asylum; the London Asylum; the Hamilton Asylum; the Kingston Asylum for the Insane; the Brockville Asylum; the Cobourg Asylum; the Orillia Asylum for Idiots; the newly-erected Asylum for Epileptics at Woodstock; the Penetanguishene Asylum; the Central Prison, Toronto; the Institution for the Blind at Brantford; the Institution for the Deaf and Dumb at Belleville; the Dairy Schools at Kingston and Strathroy; the Kingston School of Mines; the Normal and Model Schools at London, Ottawa and Hamilton; the Guelph Agricultural College.

An enumeration of this description does not convey an adequate conception of the main buildings themselves, the numerous subsidiary buildings; while in addition are all court houses, gaols, lock-ups and registry offices throughout the districts of Muskoka, Parry Sound, Nipissing, Algoma, Thunder Bay and Rainy River.

Inland Waters and Waterways.

The regulation of certain inland waters for purposes of navigation, lumbering and power, by dredging channels, constructing canals, locks, docks, and timber slides, is a branch controlled and managed by the Provincial Department of Public Works. A number of these are in connection with navigation on Georgian Bay and the larger lakes; but apart from these, there is a vast network of rivers and lakes within the northern unorganized districts which demand careful regulation for the purposes enumerated, of navigation, lumbering, etc. They lie within a territory well wooded with pine or other valuable timbers, from the sale of which the Province, including older Ontario, has derived a large revenue. Proper provision for navigation, for taking out lumber, and for interior communication increases the value of the timber so that the Province obtains larger returns; the tourist traffic is encouraged, a matter of considerable income to settlers and others; while the sale and settlement of Government lands is facilitated and increased. By means of dams, the high waters of spring and early summer are held in the lakes, and the discharge of these lakes is controlled at all seasons, so as to maintain a sufficient depth of water for vessels in periods of low water, and to provide a volume of water to carry logs down the streams.

Railways.

Railway construction has been largely aided by the Province, there being within Ontario nearly six thousand miles of track. All railways subsidized by the Government are constructed according to regulations of the Public Works Department and are necessarily inspected from time to time during construction. The amount paid in subsidies alone now amounts to over eleven million dollars.

Highway Improvement.

One of the most important branches of the Department is that relating to Highway Improvement throughout the Province, through which expert advice as to the construction of roads and bridges and systems of management is given to municipal councillors and officials in charge of this work. There is expended annually, on roads and streets throughout the Province, an amount equal to nearly \$5,000,000. Since the establishment of the Bureau of Highways there has been a marked improvement in methods of street management and control. Modern means of levying the cost and carrying out works in an economical, efficient and durable manner have replaced the old haphazard methods. Concrete walks, of good appearance and permanent, have taken the place of plank. Streets are being designed and laid out on the "parking" system in a way that is transforming the appearance of many towns. Modern machinery has been introduced, lessening the cost, and producing more permanent results. Citizens are everywhere taking an increased interest in street improvement, and are learning

that good roadways and walks, trim boulevards, and handsome shade trees are not a luxury, but a practical necessity to personal and municipal welfare. The building of permanent bridges, involving the use of concrete and stone arches, abutments, and piers, and steel superstructure; the construction of double macadam and gravel roads throughout the rural districts; the paving of streets in towns and cities affords ample scope for a bureau of information. Financial aid is given to county systems of highways, and the usual approval of plans, specifications and methods of performing the work requires careful supervision. Under this Provincial Highway Improvement Act, there has been expended in six counties alone in the last two years half a million dollars.

Colonization Roads.

To attain the permanent settlement and occupation of New Ontario for agricultural, mining and manufacturing industries it is necessary that at least main roads should be opened to give access to the various new districts. In a prairie country such as in the North-West of Canada, this would be necessary; but in a densely-wooded territory such as that of Northern Ontario, the splendid areas are sealed against settlement until colonization roads are opened. In the past ten years there have been opened, in the northern districts, nearly two thousand miles of entirely new road; seven thousand miles have been kept in repair; while three hundred and twenty-three bridges have been built. The work has involved an outlay of nearly \$4,000,000.

Drainage of Waste Lands.

An important branch is that relating to the reclamation of waste land by the construction of outlet drains. The Province is annually contributing towards the cost of large drainage works, which, if left wholly to the municipalities, would not be undertaken, or, if undertaken, would give rise to burdensome, and often unfair taxation. Works aided in this way are subject to Governmental approval and inspection, and the work therefore devolves upon the engineers of the Department. Under this branch there has been an outlay of \$400,000.

The Temiskaming Railway and Other Branches.

In addition to matters relating to public buildings, inland navigation, colonization roads, railways, drainage, etc., as previously outlined (and which represent a capital expenditure of nearly \$25,000,000), there are numerous other works which occur from time to time. The preliminary surveys of new Government Railway—the Temiskaming and Northern Ontario Railway—were carried on by the Public Works Department. The inspection of toll roads rests with the Department. The Deputy Commissioner of Public Works, Mr. A. W. Campbell, is also on the Board of Commissioners of the Niagara Falls Park, having control of the large waterpower development now in progress. Three concessions have been granted for the development of 475,000 electrical horsepower, and for which the Province will receive a revenue of \$275,000 annually. The administration further comprises the protection of game, the inspection of electric railways, and the Bureau of Labor; while the Commissioner of Public Works is also Commissioner of the Fisheries Department.

In addition to the regular staff of architects, engineers and others having supervision of these works and services, there is necessarily employed a large outside staff of foremen and skilled workmen.

Highest Awards at Philadelphia 1876, Paris 1900, Glasgow 1901, Toronto 1888, 89, 91, 93

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If you do, nothing will save you. Take hold of a cough or cold immediately by using

DR. WOOD'S NORWAY PINE SYRUP.

The first dose will convince you that it will cure you. Miss Hannah F. Fleming, New Germany, N.S., writes:—"I contracted a cold that took such a hold on me that my people thought I was going to die. Hearing how good Dr. Wood's Norway Pine Syrup was, I procured two bottles and they effected a complete cure."

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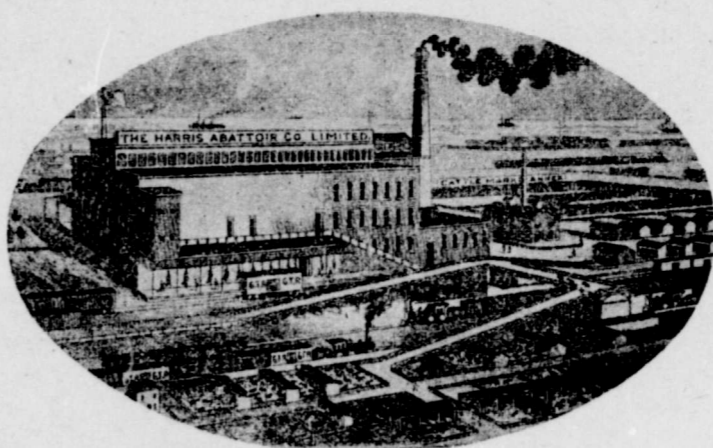
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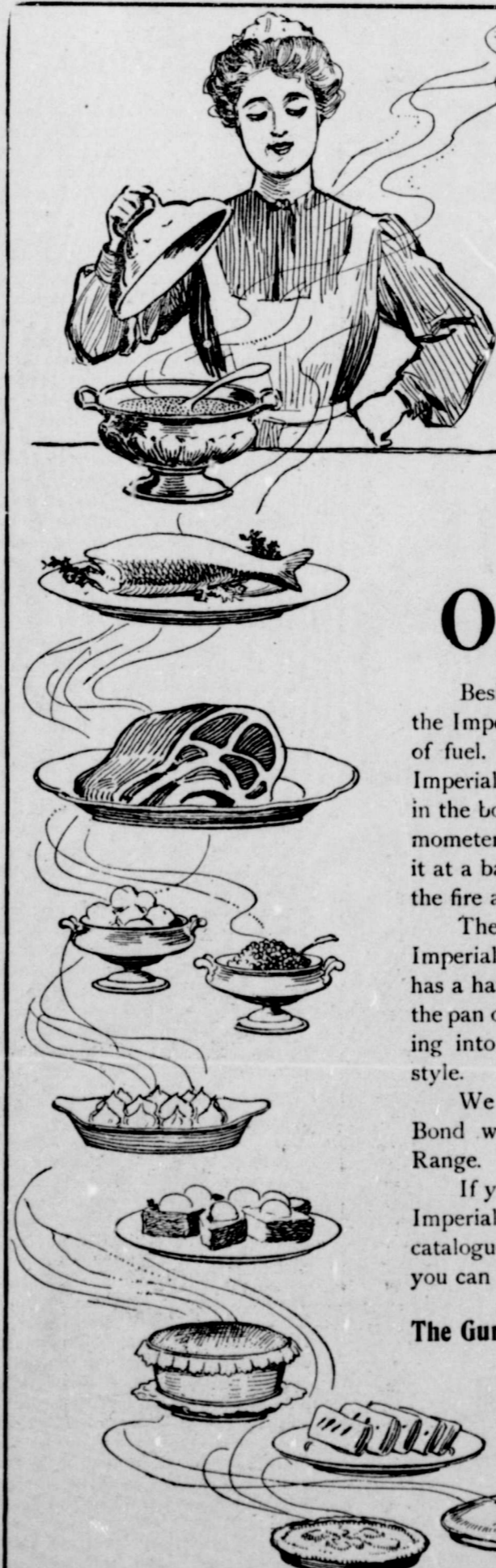
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You have probably eaten a dinner in which the flavor of one dish seemed to be mingled with another. This is caused by defective oven ventilation, which is also the cause of soggy pastry and heavy bread or cake.

The diffusive oven flue gives the Imperial Oxford Range a most perfect baking and roasting oven. This flue introduces superheated air into the top of the oven and the fumes of the cooking are drawn off into the chimney.

By this construction the heat of the oven is even throughout and food is cooked thoroughly without being turned or moved in the oven. This is an exclusive feature of the

Imperial Oxford Range

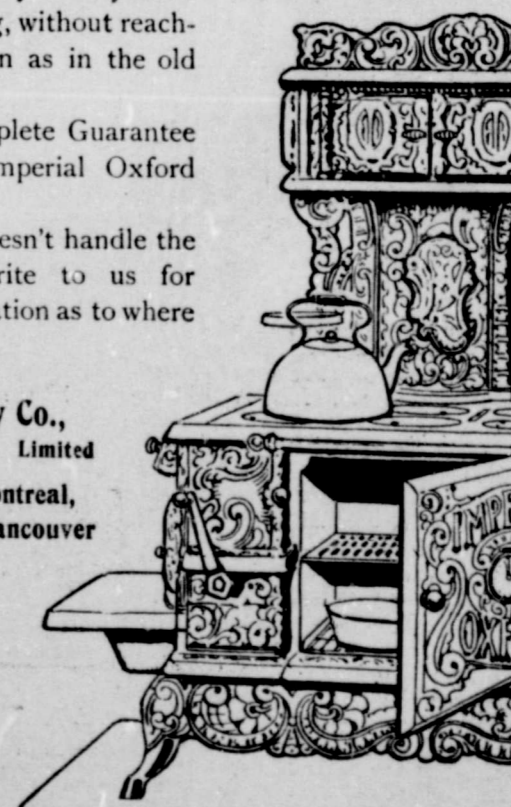
Besides improving the baking and roasting qualities of the Imperial Oxford Range this oven flue is a great saver of fuel. This fact is easily demonstrated. If when an Imperial Oxford is going you were to stop the inlet of this flue in the bottom of the range you would find by the thermometer that the oven was getting colder and that to keep it at a baking temperature you would have to keep poking the fire and adding more coal just as with an ordinary stove.

The draw-out oven rack is another convenience of the Imperial Oxford which helps make it perfect. This rack has a handle by which you may draw the pan out for basting, without reaching into the hot oven as in the old style.

We give a complete Guarantee Bond with every Imperial Oxford Range.

If your dealer doesn't handle the Imperial Oxford, write to us for catalogue and information as to where you can see it.

The Gurney Foundry Co., Limited
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In Trust for the People. Ontario Governments Policy.

Conservation of Resources for the People's Benefit.

The Development of Agriculture.

Millions Added Yearly to the Income of the Province.

The encouragement of Railways leading to the opening up of new districts and pouring trade into Toronto—Iron at the "Soo"—Pulp and paper industry—Expenditure, though great for three years, now profitable.

THAT Government is a trust and the officers of the Government are trustees is a truth fully recognized in Ontario, and nowhere has it been carried on more for the benefit of the people. From the earliest days, whatever party was in power, the aim has been to husband and to utilize the resources of the Province to the best advantage.

Ontario has been essentially an agricultural country, and it is here that her progress has been most marked. It is noticeable that the increase in production during the last thirty years has been greatly in excess of the increased acreage under crop. This is due to improved methods of farming which the Government has always carefully sought and promoted. For example, the old method of growing cereal crops and selling the grain has developed into manufacturing this grain into bacon, beef, cheese, eggs, butter, etc. Within the last 13 years only, cheese factories increased from 817 to 1,126, and their production from \$79,364,713 in value to \$165,306,563; creameries from 39 to 265, and their production from \$269,154 to \$2,096,593 in value. The mainspring of this advance has been the Government Agricultural College at Guelph, which now has over 700 students. In order still further to improve dairying, the Government now supervises Dairy Schools at Guelph, Kingston and Strathroy, attended by 2,500 persons.

In the early days the hog found a market only in the lumber camp, but it became known that there was a better market if the proper animals were raised. The Department of Agriculture ascertained the proper type, advised the Ontario farmer accordingly, and the production of bacon is now in excess of \$20,000,000 annually, employing thousands of workmen in the packing houses throughout the country. In the whole range of agricultural productions there has been the same advance. The wild cherries, plums, apples, grapes, etc., of our fathers have given place to these varieties which, by the cold storage system, are making for Ontario a world-wide reputation as a fruit-growing country. Within the past few years the Ontario Government has established Experimental Fruit Stations at 15 different points, and encouraged 479 Agricultural, Fruit Growers and Horticultural Societies. The breeding of cattle has received such encouragement that the Fat Stock Show each December in Guelph has become the greatest of its kind on the continent. In horses the tendency has been not towards racing, but to commercial purposes, and under these classes Ontario breeds compete with the world. Then, to bring together all these elements in farming life, the Government established Farmers' Institute for the discussion of agricultural problems and appointed a Superintendent. Last year the men's meetings were attended by 129,352 persons, and the women's by 44,698 persons. It is to be noted that the attendance at each is not restricted to either sex, though, of course, the subjects discussed are widely different. In farming, as in other callings, improved methods and labor-saving machinery have added to the comfort and prosperity of the farmers. These methods, taught as already mentioned have caused Ontario to be a country of mixed farming, and the result is we supply nearly all the United Kingdom with her imported cheese, and a great deal of her butter, bacon, eggs, poultry and beef.

Assistance to Railways.

During the past thirty years the Government has addressed itself to the railway development of Ontario. Thirty years ago there were only about 2,000 miles. In order to bring every part of the Province within the pulse of trade the Government aided the construction of 2,394 miles, giving grants of \$11,311,417. A late feature has been the development of New Ontario, where in 1881 there were only 12 miles of railway. The Temiskaming & Northern Ontario has been constructed as a Government work from North Bay to New Liskeard, 137 miles, and it will be pushed a further 63 miles to the Grand Trunk Pacific. The Canadian Northern was aided to build through the Rainy River District, making another through route to the Northwest. The Algoma Central has 87 miles complete and graded. The James' Bay Railway, through the Government guarantee of bonds last session, was able to begin construction at once from Toronto to James Bay. With the completion of these lines New Ontario alone will have 1,000 miles of railway. Toronto from its geographical position will benefit more than any other point in the Province from this development.

Under the head of education reference is made elsewhere to the growth of Separate Schools in the last 35 years. At the apex of the system in Ontario is the University of Toronto, with which St. Michael's College is affiliated. During that time, indeed during the last ten years the growth of the University has been amazing. From the old style of learning, confined chiefly to "Arts," there has developed a modern

university, with buildings and equipment for "Science," medicine, engineering, chemistry in all its branches, mining, etc., etc. This has arisen from the policy of federation in which the Government persisted, notwithstanding many obstacles and much discouragement.

Utilizing Natural Resources.

The policy of the Government to conserve as far as possible the natural resources of the Province for the benefit of the Province was shown in the law passed about 10 years ago, to the effect that timber cut on Crown lands must be manufactured in Ontario. The result was the removal of a number of United States sawmills to this country, and the accruing benefit to it of such additional industries. The policy found an event in the utilization of the power at Niagara under Government control. Three companies now have charters to develop in Ontario 375,000 horsepower, for which they must pay \$275,000 for rental. On the New Year the Canadian Niagara Power Company opened their plant for business, and the Ontario Power Company will be ready in a few months. Both aim at Toronto as a large market for their product.

The development of the mineral resources of the Province has also been a care of the Government, and it will not be long before Canada will be independent of the world for iron and steel and all the products that are made therefrom. The "Soo" with its great power and its shipping facilities, was a convenient place for the development of the iron industry. The company first assisted came to grief, but the Government having confidence, guaranteed a loan of \$2,000,000 on the allied industries last session.

The result was that the new company tided over the difficulties, and on Nov. 1 last 3,958 men were on the payrolls, drawing for the previous month \$130,048. The steel plant, capable of producing 500 tons of steel a day, is now making rails for the C.P.R., the Temiskaming Railway and the Grand Trunk Pacific. Under the guarantee are also included the pulp mills, producing 100 tons a day; the Helen iron mine, producing 1,000 tons a day; the Algoma Central Railway, etc., and with the turn of the financial tide so successful were the operations of the group that on Nov. 1 the first half year's interest of \$50,000 was paid on the Provincial guarantee, and Dec. 1 the first half-year's payment of \$250,000 interest on the company's bonds was also made out of their own resources. Pulp and paper are industries which might be called indigenous and the Government by concessions of lands otherwise idle has aided in their development. Hundreds of men are now thus employed, and \$3,322,000 is already invested for the purpose in the "Soo," Sturgeon Falls and Spanish River works alone.

That all this expenditure was wise and profitable is shown by the fact that during 1903 Ontario received \$195,357 as interest on investments, while the other Provinces had to pay interest on debts ranging from one to twenty-two millions of dollars.

THE OTTO HIGEL CO., Limited.

AN index of the prosperity of any country is to be found in the growth of those industries devoted to articles of luxury. None is more significant in Canada than the development of the piano business. The success of the firm now known as Otto Higel & Co., Limited, has been noteworthy, and it is due to their reputation for good work. The business was established by Otto Higel in 1894, was amalgamated with that of Augustus Newell & Co. in 1900, and was carried on for the next four years under the

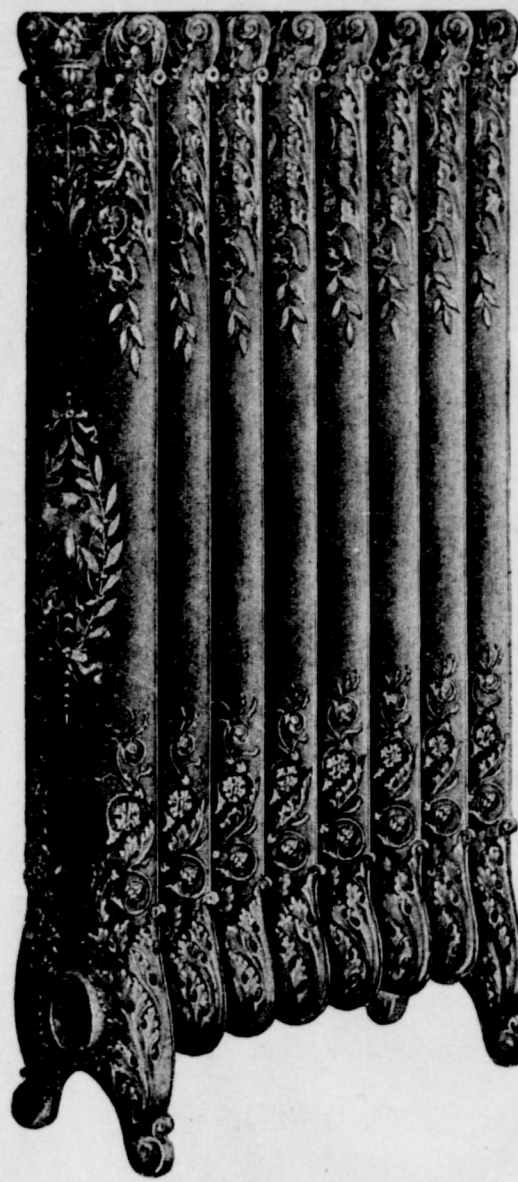


name of the Newell & Higel Co., Limited. The firm make a specialty of piano actions, and make the highest grade on this continent. The proof of this is that their products have been recognized as the standard by leading piano manufacturers. The company also make practically all the reeds, reed boards and keys with which the leading organ manufacturers of Canada are supplied. The policy of the management has been to employ none but the most skilled workmen, and to use none but the finest selected material. The result is that they have built up an enormous business, which, it is noticeable, is not confined to Canada. The value of the goods they manufacture annually is about \$250,000. Of this they export about \$20,000 to England, Germany, France, Denmark and Norway. The fact that they find a market in these European countries, and especially in some of those regarded as the homes of music, speaks volumes for the advances of Canadian industry and for the excellence of this firm's productions. In order to secure the very best raw material they are large buyers in foreign countries. Their imports from England, Germany, United States and France last year exceeded \$80,000, showing that the firm are determined to keep in the front rank of the business.

The firm occupy an immense brick building at the corner of King and Bathurst streets, Toronto, and their plant is unexcelled in completeness and organization. Their machinery, especially the automatic portion, is of the most modern description, much of it in fact being of their own invention, and suggested from time to time to meet desired improvements. They now have 175 employees on their pay rolls. The capital is \$250,000, of which \$160,000 is full paid-up. The firm consist of President and Treasurer, Otto Higel; Vice-President, C. E. Clincken-Broomer; Secretary, R. H. Easson.

The Safford Radiator and Daisy Boiler

combine to form the most perfect heating apparatus known to science. No other system of heating has given such perfect satisfaction the world over. It has been found to embody everything that is good and nothing that is bad in radiator production.



"SAFFORDS" have been adopted by the following representative institutions after the keenest competition with the world's best makers:—

- His Majesty's Theater, London.
- His Majesty's Offices and Works, Birmingham, Eng.
- His Majesty The Emperor of Germany's Royal Palace, Berlin, Germany.
- Institute of Mechanical Engineers, Storey's Gate, Westminster.
- Metropolitan Police Headquarters, Scotland Yard, London.
- Palace Hotel, Cairo, Egypt.
- City Hall, Antwerp, Belgium.
- City Hall, Pietermaritzburg, South Africa.
- Exploration Buildings, Johannesburg, South Africa.
- City Hall and Court House, Toronto.
- King Edward Hotel, Toronto.

These names speak in stronger terms than anything we can say.

The "SAFFORD" is made in every size and shape to suit all heights, curves, angles and walls. It is therefore adapted in beauty and design to all styles and plans of decoration.

Its efficiency is not only fully guaranteed by us, but is daily demonstrated by the tens of thousands of these radiators that have after the most severe expert tests been adopted by the leading concerns in every civilized country in the world.

The "SAFFORDS" scientific construction is world famed. Its heavy malleable iron screw-threaded nipple connection is the envy of every manufacturer. No high-class radiator is now made with push nipple connections pressed together as you would bale hay. They are cheap and readily leak, as corrosion destroys the joints quickly, and are difficult to repair.

"SAFFORDS" have no bolts, rods, nuts or packing to get out of order, they are guaranteed absolutely non-leakable and can be taken apart and enlarged or altered with perfect ease.

Our Illustrated Catalogue will give you more information regarding this Queen of Radiators. It is yours for the asking.

The Dominion Radiator Co., Limited

Head Office—TORONTO

Branches—MONTREAL, QUEBEC, ST. JOHN, N.B., WINNIPEG, VANCOUVER.

Established 1849.

To the Trade.

The way to wealth is by visiting our Warehouses; there you will make the best use of time and money, without wasting either. Our purpose in business life is to live in deeds, and throw such strength of mind and muscle into it as has been given to us. What we think, know or believe is of little consequence. The great thing of consequence is what we do. To strive is to grow, and energy of character has always power to evoke energy in others. One of our greatest secrets of success is never allowing our energies to stagnate.

The extent of our stock, its superior value and the intercourse you can have with us and our employees, will illustrate the advantage of doing business with us. **CASH** is the key that opens the markets of the world to us. Fifty-five years of honorable business secures for us the very best terms and most liberal cash discounts from manufacturers, thus enabling us to extend the same to our customers. Circumstances contributing to our success are experience in the practical knowledge of business life by repeated observations of over half-a-century, the value of having faithful, confidential employees, expert buyers, courteous salesmen, and last, but not least, the support and confidence of our customers, for which we now extend our sincere thanks and solicit a continuance of the same.

Canada is growing more rapidly than any other country on the face of the earth. We have grown with it and intend to grow with it. We will, therefore, "leave no stone unturned" to reach forward for new business. We are looking forward to the time when the snow and ice will have melted under the genial influence of the spring sun, and spring give place to the luxuriance that nature unfolds in the early summer.

Orders placed personally in our warehouses, by letter, through our travellers, over either the telegraph or telephone wires will receive equally prompt attention. Kindly remember that we make the filling of Letter Orders a specialty. Our Spring Catalogue, Want Book, Order Sheets, Addressed Envelopes, Samples and information of any kind for our mutual benefit, will be forwarded with the greatest of pleasure upon application. If you do not receive one of our 1905 Calendars and would like to have one, kindly let us know.

JOHN MACDONALD & CO.,

Wellington and Front Streets East. - Toronto.

ESTABLISHED 1864

Clarkson & Cross

CHARTERED ACCOUNTANTS,
TRUSTEES, LIQUIDATORS
Toronto

Clarkson, Cross & Helliwell

Vancouver, B. C.
AND AT
Victoria, B. C.

Clarkson, Cross & Menzies

Winnipeg

The Provincial Bureau OF Colonization

Will be glad to advise you concerning the advantages of settlement in the various districts of

NEW ONTARIO

and the advantages in the way of cheap, rich, well watered and wooded land, good markets, etc.,

ARE MANY

The Bureau will also be glad to help you, through its Farm Labor Bureau, if you **need help** on your farm.

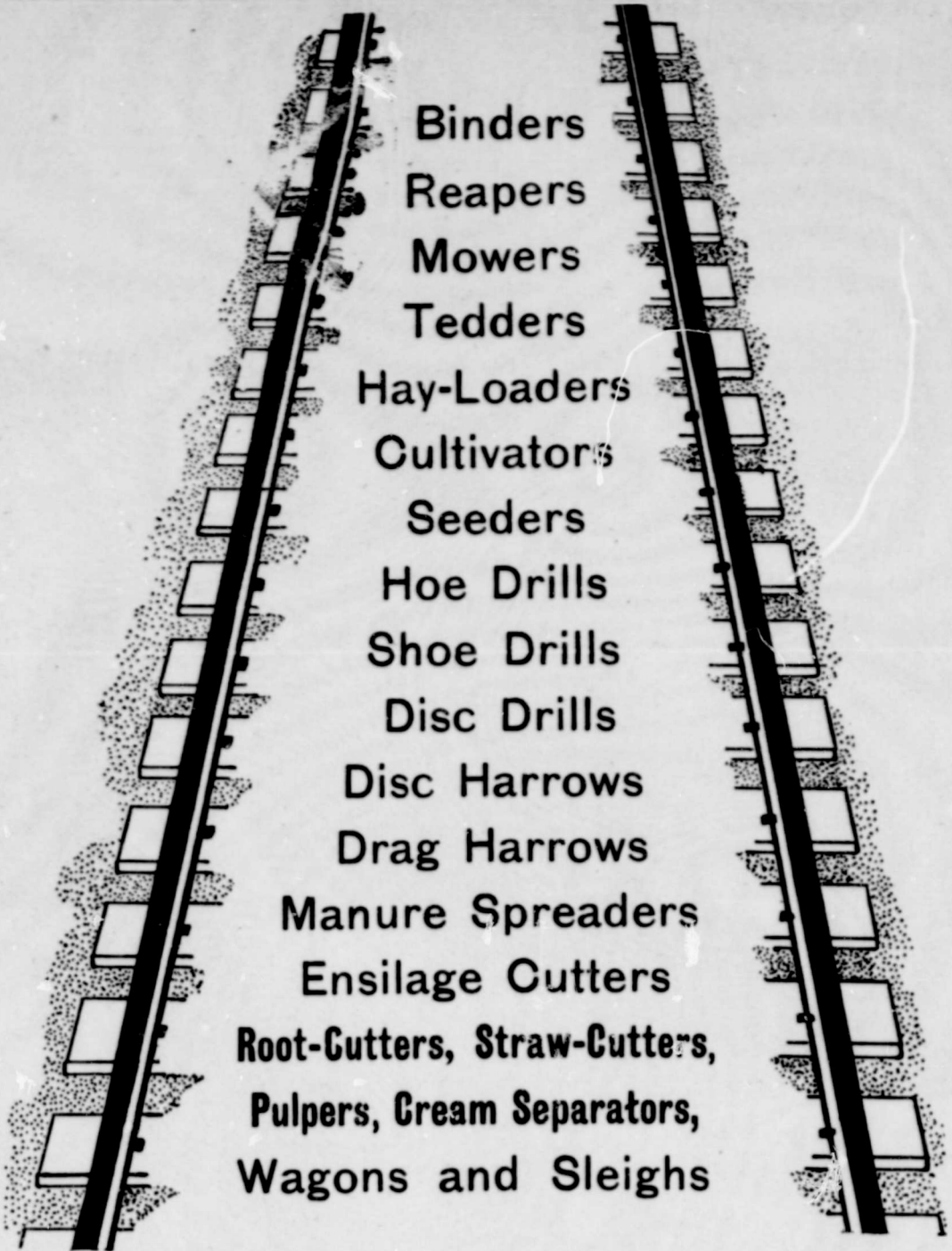
Last year several thousand men found situations on farms through the Government Farm Labor Bureau, and we solicit applications from farmers we desire to **secure help**.

THOS. SOUTHWORTH,

Hon. A. G. MACKAY,

Director of Colonization.

Commissioner of Crown Lands, Toronto.



Binders
Reapers
Mowers
Tedders
Hay-Loaders
Cultivators
Seeders
Hoe Drills
Shoe Drills
Disc Drills
Disc Harrows
Drag Harrows
Manure Spreaders
Ensilage Cutters
Root-Cutters, Straw-Cutters,
Pulpers, Cream Separators,
Wagons and Sleighs

THE MASSEY-HARRIS LINE
OF GOOD FARM IMPLEMENTS
THE MAIN LINE TO SUCCESS
IN GOOD FARMING

Massey-Harris Co., Limited

Toronto Bolt
and Forging
Company, Limited

MANUFACTURERS

Bar Iron,
Steel Bolts,
Nuts, Rivets,
Drop Forgings
—AND—
Carriage
Hardware.

ANNUAL OUTPUT,
10,000 TONS

GEORGE GILLES, President.

W. K. WATSON, Sec'y-Treas.

HEAD OFFICE:

SWANSEA, - ONTARIO

Telephone Main 909

**DOMINION
STAINED GLASS CO.**

MACKEY & BOOTH, Props.



Designs and Estimates
on Application.

34 RICHMOND ST. E.
TORONTO

JOHN L. BLAIKIE, PRESIDENT.

E. WALTER RATHBUN, VICE-PRESIDENT.

The Boiler Inspection & Insurance Co.
of Canada

CONSULTING ENGINEERS

CANADA LIFE BUILDING,
TORONTO

Thirty Years' Experience

...FACTS...

Toronto, November 15, 1904.
THE BOILER INSPECTION & INSURANCE CO.,
Toronto, Ont.

GENTLEMEN:—

Your inspection of the boilers at our 21 factories has been thorough and painstaking and has resulted in our engineers and firemen exercising greater care than heretofore.

Had we had an accident of any kind the damage of course would have been paid by you.

But the principal benefit to us has been your able professional assistance in solving the various engineering difficulties which have from time to time presented themselves.

Yours very truly,

CANADA FURNITURE MFRS. LIMITED,
Wm. Schrage,
General Factory Manager.

Toronto, November 21, 1903.
Messrs. THE BOILER INSPECTION & INSURANCE CO. OF CANADA,
Toronto, Ont.

DEAR SIR:—

We beg to acknowledge receipt of your favor of the 20th inst., enclosing cheque for \$6,500, in full payment of loss, under your Policy No. 9,131, caused by the explosion of our boiler three days ago; also of your favor of the 19th inst., enclosing cheque for \$250, being the additional insurance on the lives of the engineers and firemen who were killed, payable to us under the policy for their representatives.

Assuring you of our high appreciation of your prompt and satisfactory settlement of this loss, we are,

Yours truly,

UNITED FACTORIES LIMITED,
per Emil C. Boehk,
Pres. & Gen. Man.

Cache Bay, Ont., October 17, 1904.
Messrs. THE BOILER INSPECTION & INSURANCE COMPANY,
Toronto, Ont.

DEAR SIR:—

We take pleasure in certifying that the engineering services given with one of your policies of boiler insurance fully repay any outlay in the shape of premium and at the same time furnish a feeling of security against accident by explosion. In short, these engineering services have given us the best of satisfaction.

Yours truly,

GEO. GORDON & CO.

Toronto, November 29, 1904.
THE BOILER INSPECTION & INSURANCE CO. OF CANADA,
Canada Life Building,
City.

GENTLEMEN:—

We have much pleasure in signifying our appreciation of the various engineering services you have rendered us during the many years we have had a Boiler Insurance Policy with you, and would say further, that the benefits we have derived from the advice given by your Engineers and Inspectors from time to time has been of great value to us. Wishing you every success, we remain,

Yours truly,

KEMP MANUFACTURING CO.
Per W. A. Kemp.

Toronto, October 12, 1904.
THE BOILER INSPECTION & INSURANCE CO. OF CANADA,
Toronto, Ont.

GENTLEMEN:—

We beg to acknowledge receipt of cheque for One Thousand Three Hundred and Fifty (\$1,350) Dollars, in full settlement of our claim for damage due to explosion of No. 5 boiler at our Rolling Mill Department on September 14 last, covered under your Policy No. 11,132.

Thanking you for your promptness in adjusting this claim, which we much appreciate, we are,

Yours very truly,

TORONTO BOLT & FORGING CO.
F. H. Watson, Sec'y-Treas.

Byng Inlet, Ont., October 29, 1904.
H. N. ROBERTS, Esq.,
Secy. BOILER INSPECTION & INSURANCE CO.,
Toronto, Ont.

DEAR SIR:—

We are pleased to express our appreciation of the policy we have in your company giving insurance on our boilers, and at the same time the inspection made regularly by your competent engineers affords protection as far as possible against explosion.

The premium charged is only nominal considering services rendered.

Yours very truly,

HOLLAND & GRAVES,
per W. E. Bigwood.

GEO. C. ROBB, Chief Engineer

H. N. ROBERTS, Secretary

The Metropolitan Bank

Capital Paid Up, \$1,000,000 Reserve Fund, \$1,000,000
Undivided Profits, \$103,047.

DIRECTORS:

R. H. WARDEN, D.D., President S. J. MOORE, Esq., Vice-President
D. E. THOMSON, Esq., K.C. THOMAS BRADSHAW, Esq.
His Honor W. MORTIMER CLARK, K.C. JOHN FIRSTBROOK, Esq.

Head Office, - - - Toronto, Ont.
W. D. ROSS, - - - General Manager.

BRANCHES:

BRIGDEN BRUSSELS MILTON PICTON SUTTON WEST
BROCKVILLE EAST TORONTO PETROLIA STREETSVILLE WELLINGTON

IN TORONTO—
40-46 KING STREET WEST CORNER DUNDAS AND ARTHUR STREETS
CORNER COLLEGE AND BATHURST STREETS " QUEEN AND McCAUL STREETS

Statement of the Affairs of the Bank as at December 31st, 1904.

LIABILITIES.		
Capital Stock, paid up.....	\$1,000,000 00	
Reserve Fund.....	1,000,000 00	
Rebate on Bills Discounted.....	11,365 44	
Balance of Profit and Loss Account, carried forward.....	103,047 79	
Notes of Bank in circulation.....	1,114,413 23	
Deposits not bearing interest.....	892,777 50	
Deposits bearing interest (includ- ing interest accrued to date).....	549,875 55	
Deposits by other Banks in Canada.....	1,525,742 74	
	113,008 22	
	3,081,404 01	
	\$5,195,817 24	
ASSETS.		
Specie and Dominion notes.....	\$404,595 85	
Deposit with Dominion Government for security of note circulation.....	28,464 62	
Notes of and cheques on other banks.....	329,285 33	
Balances due from other banks in Canada.....	322,373 41	
Balances due from agents in United Kingdom.....	9,756 90	
Balances due from agents in foreign countries.....	105,797 74	
Railway and other bonds, debentures and securities.....	505,828 13	
Call loans secured by bonds, debentures and stocks.....	566,042 42	
	\$2,272,146 40	
Current loans and discounts.....	2,834,352 60	
Notes and bills overdue (estimated loss provided for).....	5,847 93	
Bank premises, safes and office furniture.....	82,889 98	
Stationery, etc.....	580 33	
	2,923,670 84	
	\$5,195,817 24	

GENERAL BANKING BUSINESS TRANSACTED. **SAVINGS BANK DEPARTMENT at all Branches**
DRAFTS BOUGHT AND SOLD. INTEREST ALLOWED ON DEPOSITS.
LETTERS OF CREDIT ISSUED. MONEY MAY BE DEPOSITED OR WITHDRAWN
FARMERS' NOTES DISCOUNTED. BY MAIL IF DESIRED.

YOUR ACCOUNT SOLICITED.

THE ONTARIO BANK

CAPITAL PAID UP \$1,500,000 REST \$600,000

DIRECTORS:

GEORGE R. R. COCKBURN, Esq., President DONALD MACKAY, Esq., Vice-President
R. D. PERRY, Esq. R. GRASS, Esq.
Hon. R. HARCOURT T. WALMSLEY, Esq. JOHN FLETT, Esq.

Head Office, - - - TORONTO.

CHARLES MCGILL, - - - General Manager
R. B. CALDWELL, - - - Inspector.

BRANCHES:

ALLISTON	HOLSTEIN	PETERBORO
AUROPA	KINGSTON	PORT ARTHUR
BOWMANVILLE	LINDSAY	SUDBURY
BUCKINGHAM, QUE.	MONTREAL, QUE.	TRENTON
CORNWALL	MOUNT FOREST	TWEED
COLLINGWOOD	NEWMARKET	WATERFORD
FORT WILLIAM	OTTAWA	

TORONTO **Scott and Wellington Sts.**
Queen and Portland Sts.
Yonge and Richmond Sts.
Yonge and Carlton Sts.

AGENTS:

LONDON, England— PARR'S BANK, LIMITED
FRANCE AND EUROPE— CREDIT LYONNAISE
NEW YORK— FOURTH NATIONAL BANK AND THE AGENTS BANK OF MONTREAL
BOSTON— ELIOT NATIONAL BANK

SAVINGS BANK DEPARTMENT. INTEREST ALLOWED AT CURRENT RATES.

ALL BUSINESS PROMPTLY ATTENDED TO.

JOHN MACKAY & CO.

High-Grade
Investment
Securities
Only . . .

SUITABLE
FOR

CORPORATION,
TRUST AND
PRIVATE FUNDS

PARTICULARS FURNISHED
ON APPLICATION

Canadian Bank of Commerce Building,
TORONTO

Telephone Main 2732

A. E. AMES & CO. LIMITED

18 KING ST. EAST
TORONTO

Government and Railroad Bonds Bought and Sold. Quotations Furnished for Purchase, Sale or Exchange of above Securities.

Dealers in Bonds of Cities, Counties and other Municipalities, and of Public Service Corporations operating under Municipal Franchises.

Buy and Sell Listed Securities on Commission.

INVESTMENT SECURITIES

PARKER & CO.

ESTABLISHED 1889

STOCK and SHARE
BROKERS

61 Victoria St., - Toronto.

DEALERS IN

ALL LISTED SECURITIES,
UNLISTED INDUSTRIAL
-AND-
MINING STOCKS

CORRESPONDENCE INVITED



MR. GEORGE H. GOODERHAM

Mr. George H. Gooderham, who began a vigorous campaign for the Mayoralty for the year 1905, is a native Torontonian. He is the son of Mr. George Gooderham, President of the Bank of Toronto, the grandson of the late William Gooderham, who was also President of that institution, and nephew of the late William G. Gooderham. The family is English, originally from Norfolk, and Mr. Gooderham is a grandson on his mother's side of Mr. William Dean, who came from Yorkshire and taught school in Toronto in 1845. The candidate is connected with many financial, fraternal and benevolent societies. He is President of the Colonial Investment & Loan Company, of the Imperial Trusts Company, of the Alberta Central Land Company, of the Granite Curling Club, a director of the Industrial Exhibition Association and Commodore of the Royal Canadian Yacht Club. His previous public service has been given as a member of the Public School Board since 1899. Having been returned at the head of the poll in the last elections for the Board of Education, he was made the first Chairman of that board, and resigned to become a candidate for the higher office. Mr. Gooderham is a member of Zetland Lodge, A. F. & A. M., G. R. C., and of Lodge Kent of the Sons of England. Mr. Gooderham is a member of the Anglican Church. Mrs. Gooderham was a Miss Northrup, daughter of the late chief partner of the firm of Northrup & Lyman Company.

Douglas, Lacey & Company

SELL A

MINING STOCK INVESTMENT

WITH ABSOLUTE PROTECTION OF BOTH
PRINCIPAL AND INTEREST.

BUTCHART & WATSON, Canadian Managers
Confederation Life Building, TORONTO, CAN.

THE CANADA SCREW CO., HAMILTON.

HERE are few companies so widely known in the Dominion of Canada as the Canada Screw Company of Hamilton. While the main office and factory of the company are at Hamilton, the company have branch warehouses at Toronto and Montreal.

The company manufacture wood screws, machine screws, stove bolts, fire bolts, wire nails, wire rivets and burrs, nuts, bright wire goods, etc., and their goods are sold in almost every city and town in the Dominion, from the Atlantic to the Pacific. It is one of Hamilton's most notable industries.

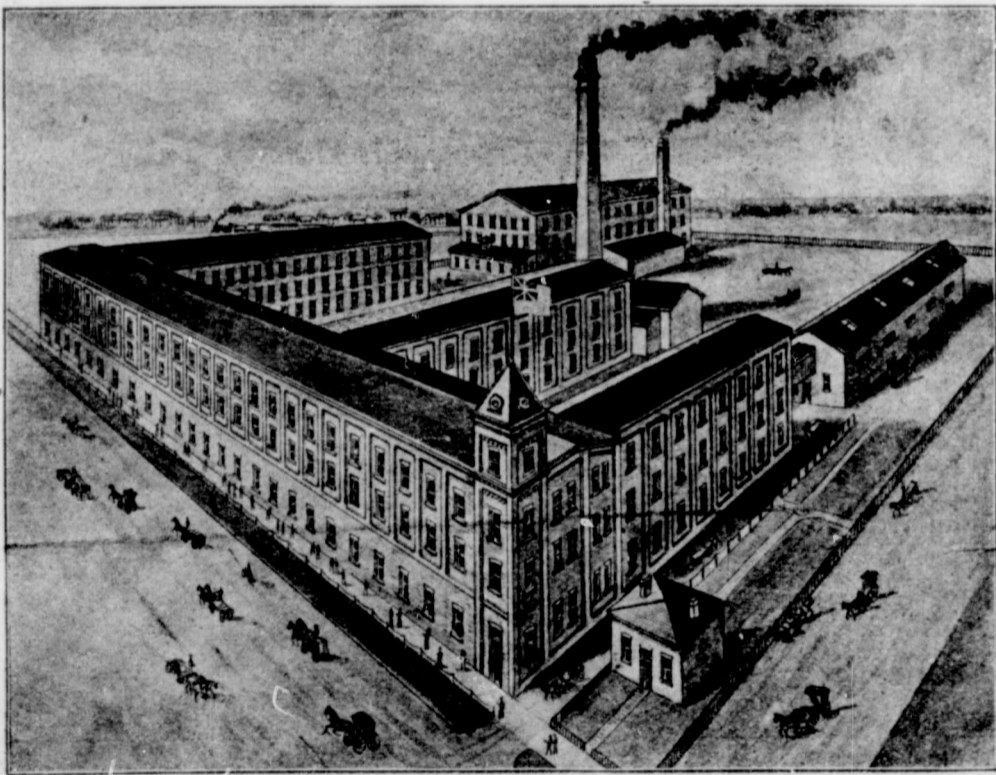
Dundas was the first headquarters of the company, the business being established there in 1866. In 1875 it was sold to the American Screw Company of Providence, Rhode Island.

The gentleman now President of the company, Mr. Cyrus A. Birge, of Hamilton, first became identified with the company in 1882, when he was appointed manager. A year later he became vice-president and manager of the company, which positions he held until 1898. Mr. Birge then decided to purchase the American interest of the company, a plan which he carried out successfully, and he then reorganized the company, making it a purely Can-

adian institution, which it has since remained. At the time of the reorganization the company was capitalized at \$500,000.

The removal of the headquarters of the company from Dundas was accomplished in 1887, when the plant was built in Hamilton. Under the vigorous management of Mr. Birge the company rapidly came to the front and extended its business, so that at different times it was found necessary to enlarge the plant. The company bears an enviable reputation for the sterling quality of its goods, and in the prosperity that has attended the entire country during the past few years the Canada Screw Company has participated largely. The company at present employ about 250 hands, and is the largest concern making screws and kindred lines in Canada.

The President of the company, Mr. Cyrus A. Birge, is widely known in business circles. He was President of the Canadian Manufacturers' Association, and is a firm believer of the motto of that association, "Made in Canada." The other officers of the company are: Charles Alexander, Vice-President; Herbert B. Birge, Secretary, and W. Frank Coote, Treasurer.



Hamilton Cotton Mills Company.

TWENTY-FIVE years successful progress and development, with its output ever increasing, its goods finding a wider range of sale, and its reputation established thoroughly throughout the trade, that in brief is the history of the Hamilton Cotton Mills Company, ranked among the largest industries in Hamilton, and a factor in the prosperity of that city.

The Hamilton Cotton Mills Company, the works of which are situated on Mary street north, Hamilton, was established in 1880 by James M. Young and E. A. Lucas for the spinning of cotton yarns and the weaving of cotton goods generally. To-day the company manufacture, denims, cottonades, webbings, yarns of various descriptions, twines and cotton cordage. The manufacture of chenille curtains and table covers was begun about fourteen years ago, and this department has proven to be one of the company's most profitable ventures.

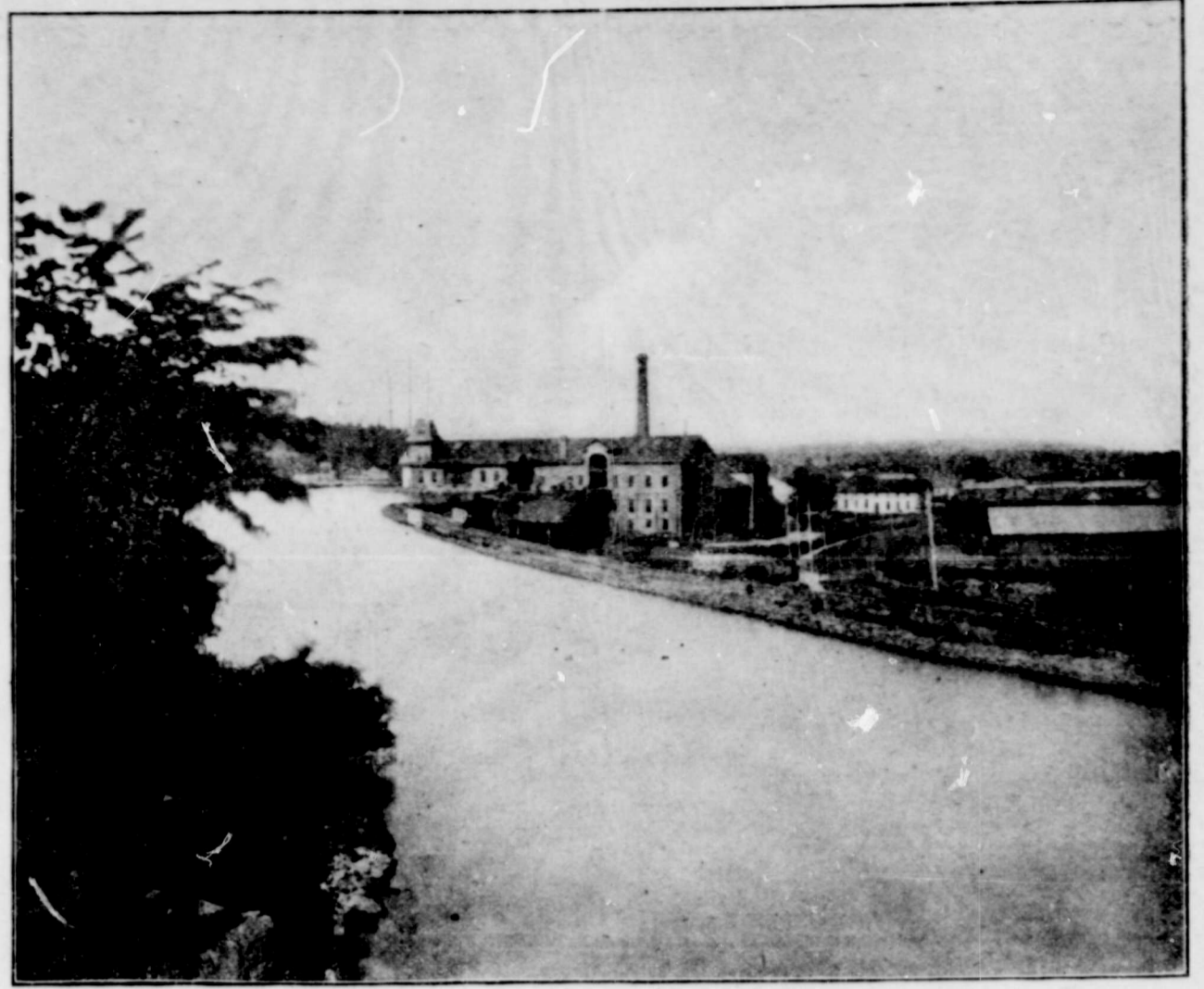
Mr. James M. Young is the present sole proprietor, having bought out the interest of his partner, Mr. Lucas, some years ago, and under his management the business has steadily grown in strength and prosperity. As is well known, the cotton business in Canada has passed through many vicissitudes, but the Hamilton Cotton Mills Company have, through all the troubles incident to that trade, gone on increasing its output and extending its field of operations. The increase in the business became so marked in recent years that the company was compelled to enlarge its accommodation, so two three-story wings were first added to the original building. This in time being found not to be sufficient for the growing trade of the company, further large additions were made. In fact, building operations have been going on a good deal of the time for the past couple of years.

The works themselves have a frontage of 320 feet by a depth of 268 feet. The dye house is a large separate structure.

part three and part one story, and there is a large cotton storage warehouse. There are about 325 operators employed in the mills, and their work is of a most steady sort.

With the wholesale and retail trade throughout the Dominion the goods of the company bear the very highest reputation and are known in the trade as "good sellers." It is always the endeavor of the company to keep their goods up to the high standard which they have so well earned, and therefore no trouble or expense is spared to this end. Every department of their extensive factory is looked after by expert foremen and superintendents, and every effort tends to the one object, that of turning out the very highest quality of goods. The result is seen in the extensive business that has grown up.

The selling agents for the output of the mills are D. Morrice & Sons Co., of Montreal and Toronto, and W. B. Stewart and George Reed & Co. of Toronto.



The Riordan Paper Mills, Limited, MERRITTON.

THE development of the sulphite fibre and paper industry in the Dominion of Canada is well illustrated in the growth of the Riordan Paper Mills, Limited, who have extensive mills at Merritton and at Hawkesbury, Ont. The output of this company is shipped all over Canada and to many places in the United States; in fact, the export business of the company is now an exceedingly important branch. The history of the company is one of steady expansion, from the time the business was established by the late Mr. John Riordan in 1863, up to the present year. The company manufactures sulphite fibre and all kinds of paper, including news, hanging and building papers.

The main plant and original mill is at Merritton, where Mr. John Riordan established the business in 1863. For the first four years the mill was situated on Locks 5 and 6 of the old canal, but the second mill was built in 1867 on the new canal at Locks 16 and 20. That is the present location.

In 1887 the company was incorporated, with a capitalization of \$1,000,000, as it is now established. Mr. John Riordan, the founder of the business,

had died in 1885, and upon the incorporation, Mr. Charles Riordan, his younger brother, who had been his business associate, became First President of the company, and Mr. J. G. Riordan, a son of Mr. John Riordan, First Vice-President, this arrangement remaining up to the present time. The Secretary-Treasurer of the company, Mr. P. H. Taylor, died in 1901, when Mr. Carl Riordan, son of Charles Riordan, was appointed to succeed him.

From the small beginning of 1863, when the original mill had an output of about 1,500 pounds of wrapping paper a day, the business has grown wonderfully. When the company was incorporated the output had increased greatly, but was still only about 15 tons of paper a day. The output at the present time furnishes a wonderful contrast. The two mills, at Merritton and at Hawkesbury, produce about 130 tons of sulphite, 100 tons at Hawkesbury and 30 at Merritton, while the latter mill turns out some 30 tons of paper daily.

The Hawkesbury mill is the largest sulphite fibre mill in the world. It was built in 1898, and started in 1899. The establishment of such an industry means a great deal to Hawkesbury, ow-

ing to the large sums of money spent in wages and the employment given to so many men. While the output at Hawkesbury is steadily increasing, the company find a ready market for its output, principally in the United States. About three-quarters of the pulp output is exported to the United States, while the same country takes one-sixth of the pulp and one-sixth of the paper output of the Merritton mill.

The Riordan Paper Mills employ some 300 men steadily at Hawkesbury and 110 men at Merritton. This is by no means the full number of men who receive employment from the company. The bringing out of the logs, the raw material for the mills, gives remunerative employment to a large number of people, and the company employ probably 700 shantymen for six months of the year and 500 river men and drivers for two months in the spring, when the logs are brought down.

The Riordan family, who are the soul of this important enterprise, have every reason to feel gratified pride at the success which has attended their endeavors to build up in this country an industry which is one of the notable ones of the Dominion.

Canadian Cordage & Mfg. Co., Limited,

PETERBOROUGH, - CANADA.

THE LEADING MANUFACTURERS OF

Cordage and Binder Twine

"Just a Little Better Than the Best"

Describes our make of Binder Twine for 1905.



Every Ball Guaranteed
FOR LENGTH, QUALITY,
EVENNESS AND STRENGTH

FARMERS -- Support your home industry to fight the huge
American combine by using only Canadian made twine.

Our Rope

Recognized as the
Standard of Excellence
For Quality and Make.
Orders Solicited. Prompt Shipment.

Canadian Cordage & Mfg. Co., Limited
PETERBOROUGH.

Agents Wanted in Unrepresented Districts.

VERITY PLOW COMPANY

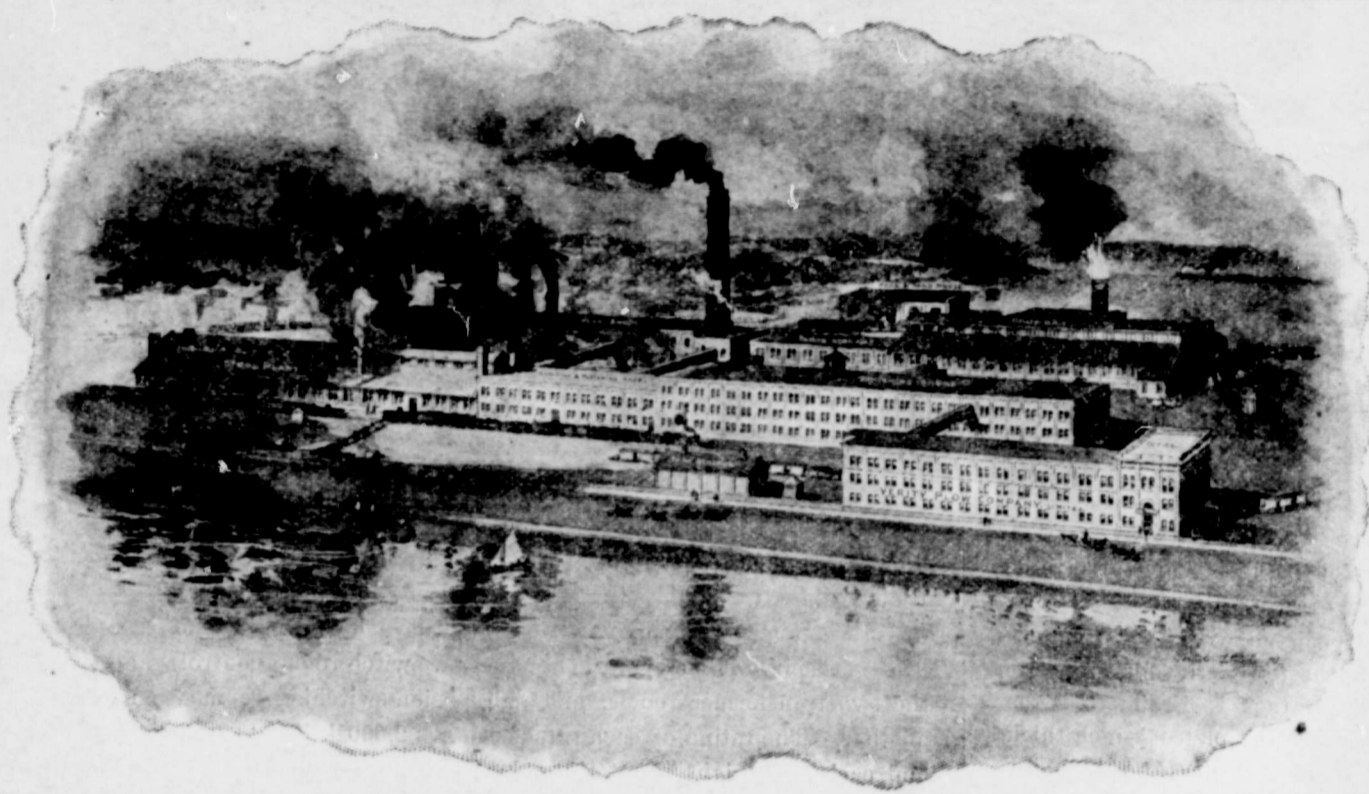
BRANTFORD, - CANADA Limited

MANUFACTURERS OF

Riding and Walking Gangs,
Sulky and Walking Plows,

Contractors' Plows

LAND ROLLERS, TURNIP SOWERS, WHEELBARROWS, Etc.



Factory where the "Verity" Plows are made in Brantford, Canada.

This is the home of the **Versity Plows**; this immense Factory being made still larger, to meet the ever increasing demand for our popular line of **Plows**.

If you want the **BEST**, buy a **VERITY**.

Sold exclusively by the Massey-Harris Agents, the world over.

The Province of Ontario

The Home of Progress, Prosperity, Education, Health and Temperance.

Area.....	126,000,000 acres	Value of farm lands,	
Settled area.....	24,019,275 acres	buildings, stock, etc.	\$1,086,822,085
Lands open for settle-		Value of field crops,	
ment.....	4,000,000 acres	1903.....	\$136,657,807
Cheese, 1903.....	165,306,573 lbs.	Potatoes.....	16,676,447 bush.
Wheat.....	21,893,470 bush.	Hay.....	4,336,562 tons.
Oats.....	110,228,103 bush.	Tobacco.....	4,070,717 lbs.

Expenditure on Public Schools.....	\$1,389,719
Number of Public Schools.....	5,671
School Population.....	360,637
School Attendance.....	280,236
Daily Average.....	145,608

Five Universities—Three Normal Schools—School of Practical Science, Toronto—Agricultural College Guelph—School of Mines, Kingston.

Births.	Rate per 1000	Marrriages.	Rate per 1000
Ontario, 1901.....	21.1	Ontario.....	8.2
New Jersey, 1900.....	17.1	Quebec.....	6.4
Michigan, 1900.....	17.8	Connecticut.....	7.7

Deaths.	Rate per 1000
Ontario, 1901.....	13.6
Quebec, 1900.....	17.5
Rhode Island, 1900.....	20.6
France.....	21.9
German Empire.....	22.1

DEATHS FROM CONTAGIOUS DISEASES.

	Typhoid.	Scarlet Fever.	Tuberculosis.
Ontario, 1901.....	1.6	0.9	10.9
Quebec, 1902.....	1.4	1.0	10.3
Ohio, 1901.....	3.3	0.3	10.5

CITIES.

Toronto.....	1.08	1.08	14.28
Boston.....	1.25	1.85	11.88
Philadelphia.....	2.56	0.58	11.95

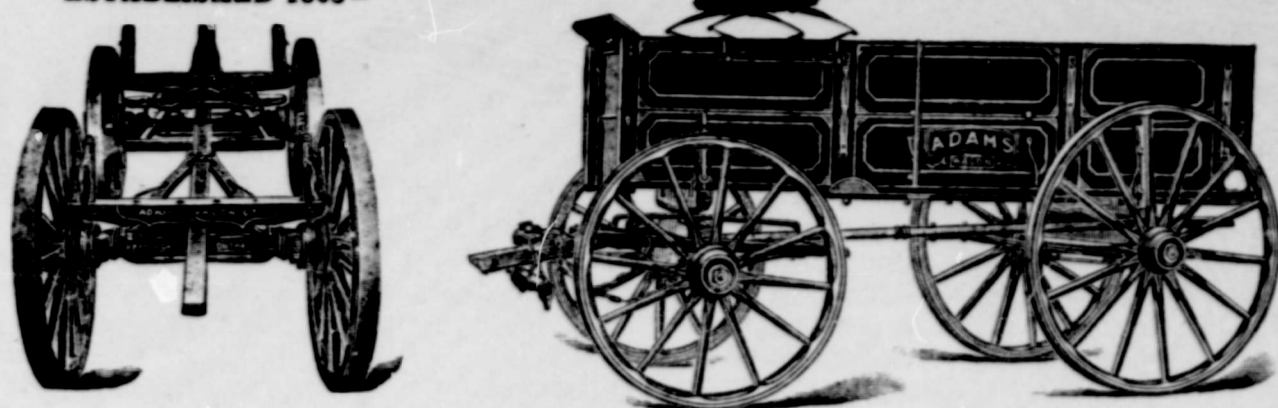
LIQUOR LICENSES.

Ontario.....	2,899, one for each 710 people
Toronto.....	150, " 1,386 "
Buffalo.....	1,706, " 206 "
Detroit.....	994, " 286 "
Cincinnati.....	1,703, " 190 "

GEO. P. GRAHAM, Provincial Secretary.

The Wagons that Make Canada Famous

—ESTABLISHED 1863—



WE BUILD A FULL LINE OF
Farm Wagons, Farm Trucks
Teaming Wagons, Log Trucks
Hay and Stock Racks and Sleighs

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Ontario Power Company.

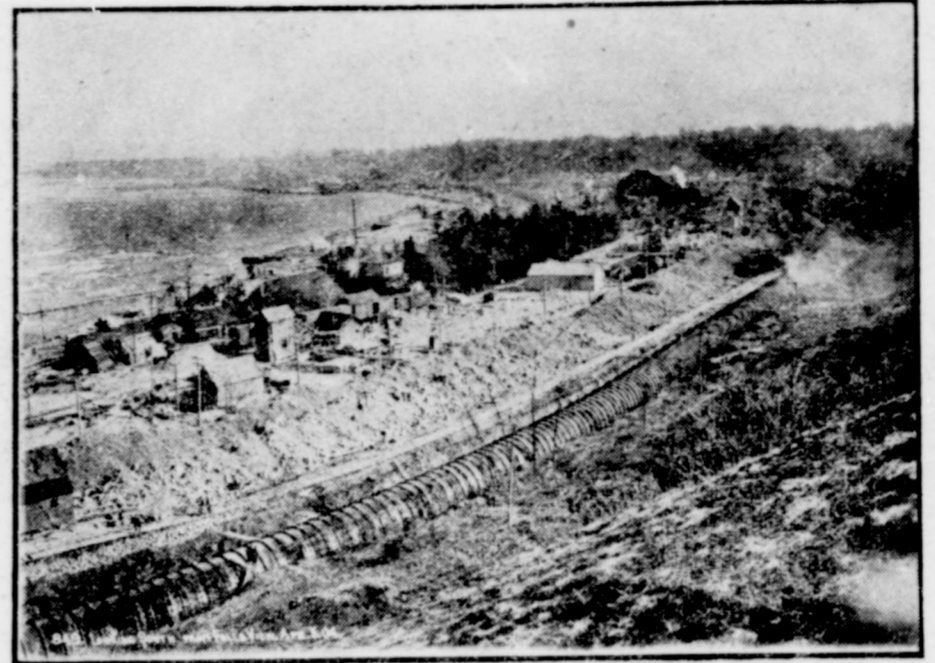
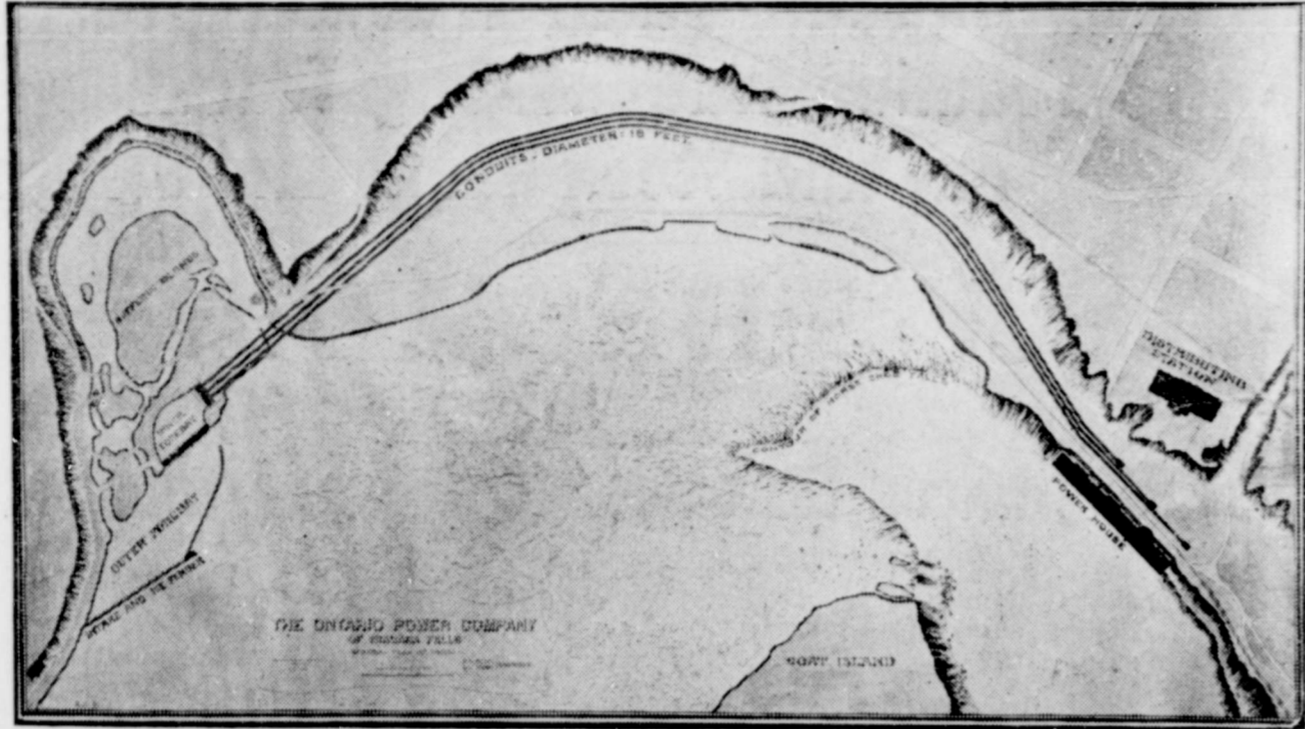
ONE of the most important features of modern engineering science has been the utilization of water powers for the development of electricity, and the transmission of the current for long distances, if necessary, to the most profitable market. This is of the greatest value to Canada with its myriads of streams and falls. Nowhere has it reached a higher stage than at Niagara Falls, where three companies are rushing to completion works which will create the enormous amount of over 400,000 h.p. These figures represent an amount of energy which it is difficult to comprehend. An idea may be obtained when it is considered that this is probably 15 times greater than all the power now actually used in the city of Toronto.

The concessions to the Ontario Power Co. secured in 1887, were the first granted in Canada for the use of Niagara River power, and were contemporary with the first granted in the United States. The project was dormant for a few years but was revived in 1893. The work of

inner forebay, and control gates. The intake 618 feet long, consists of concrete piers supporting a continuous reinforced concrete curtain wall which extends vertically down seven feet below the normal surface of the river to within six feet of the river bed, and upwards five feet above the normal river level. The outer forebay contains an area of eight acres. Except during extremely low water the outer wall will be constantly submerged, water spilling freely over it as over a weir. This spillway creates a strong surface current across the front of the screens, tending to sweep out into the river all the ice that may have passed the ice curtain at the intake. The screens are in the form of a steel grillage set on inclined guides in concrete masonry, and are covered by an artistic stone building, the roof of which forms a broad promenade commanding an exceptionally fine view of the rapids. The inner forebay with an area of two acres extends from the screen house to the gate house. The quantity of water that will be drawn into the inner forebay when the

The generators are of the rotating field type, each is rated at 7,500 kilowatts, to deliver three phase current of 25 cycles per second, at 12,000 volts.

Contrary to general practice the actual management of the generating station is not conducted within its walls but from a separate control and distributing station situated on the bluff and 550 feet back. On account of the limited space available at the power house site, it was necessary to place the main switches, indicating instruments, and similar apparatus elsewhere. This removal, however, permits of the convenient placing of this apparatus in relation to transformers and high tension switches. The distant control also removes from the generating station the possible dangers incident to the operation of high voltage switches for generators, as well as for transformers, and also concentrates the management of both in a single operating room. The control circuits pass from the generating station in insulated cables carried through



construction was begun in March, 1902, and since then has been pressed with the utmost vigor.

There have been important changes from the original design. The present plan consists of headworks located in the smooth water in the upper river above the first line of rapids opposite the Dufferin islands, three main conduits or flumes leading the water through the Park to a point on the cliff below the falls, thence by penstocks and tunnels through the cliff to the generating station in the gorge, with its water wheels and electric generators, and lastly the distributing station on the high bluff above, to which the electric cables are carried from the generating station in inclined tunnels. These plans are for the development of 180,000 h.p. The company retains in addition its original right to draw water from the Niagara river at Chippewa and develop power therefrom in the Park. The works have advanced so far that the company will be able to distribute its power within a few months.

It may be added that the design of all the buildings has met the approval of the Park Commissioners who required the preservation or the enhancement of the aesthetic effects that prevailed there before the work began.

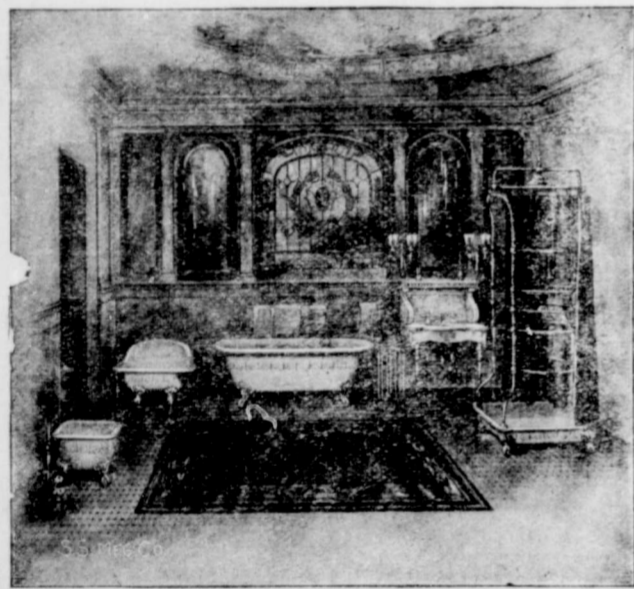
The headworks consist of an intake proper, outer forebay, screens,

entire capacity of the plant is being generated has been calculated to be about 12,000 cubic feet per second.

Starting from the gatehouse the main conduits, three in number, follow the river bank through the Park to the top of the cliff opposite Goat Island. The distance to the nearest penstock is 6,180 feet. The main conduit is 18 feet in diameter, built of steel plates 1/2 inch thick with double riveted joints and sunk in a trench. From the under side of the first main conduit six penstocks, each nine feet in diameter, drop in pairs through vertical shafts and out through horizontal tunnels in the solid rock of the cliff to the power house. Each penstock supplies water for a 10,000 h.p. unit. Two small penstocks of 30 inches diameter lead from the main conduit through an inclined tunnel to the power house and supply water for the two exciter turbines. The generating station is 76 feet wide and 65 feet high, and for the full capacity will be about 1,000 feet long. The main generators and their turbines, directly connected, are the only machines on the floor of the station. Each turbine unit consist of a pair of Francis turbines rated at 11,400 h.p. The gross head of water between forebay and tail water levels is 200 feet, of which 175 feet is effective on the turbines. Six of the 20 main generators provided for by the general plan make up the first installation.

inclined tunnels in the cliff. The electrical energy is transmitted by heavy cables insulated with paper and lead, and protected with layers of jute and steel by the same route to the distributing station. Fire-proof masonry walls separate low tension switch room, control gallery, the two transformer rooms, and high tension switching rooms from one another. The rating of each transformer is 2,500 kilowatts or 3,350 h.p. and each one weighs about 40 tons. They are set in concrete pits and are water cooled. The potentials for which they are designed are 30,000 and 60,000 volts.

The officers of the Ontario Power Co. are Francis V. Greene, president; Edmund Hayes, vice-presidents; H. E. Nichols, secretary; R. C. Board, treasurer; Banker R. Paine, manager; directors, John J. Albright, Raymond K. Albright and Evan Hollister. The engineers are Messrs. P. N. Nunn and L. L. Nunn. This brief sketch of the Ontario Power Co. will give an idea of the vast works now in progress to utilize the power hitherto running waste at Niagara. The utilization of it will mean much for the industrial activity not only of the immediate neighborhood but also for Toronto and other places within a radius of 100 miles.



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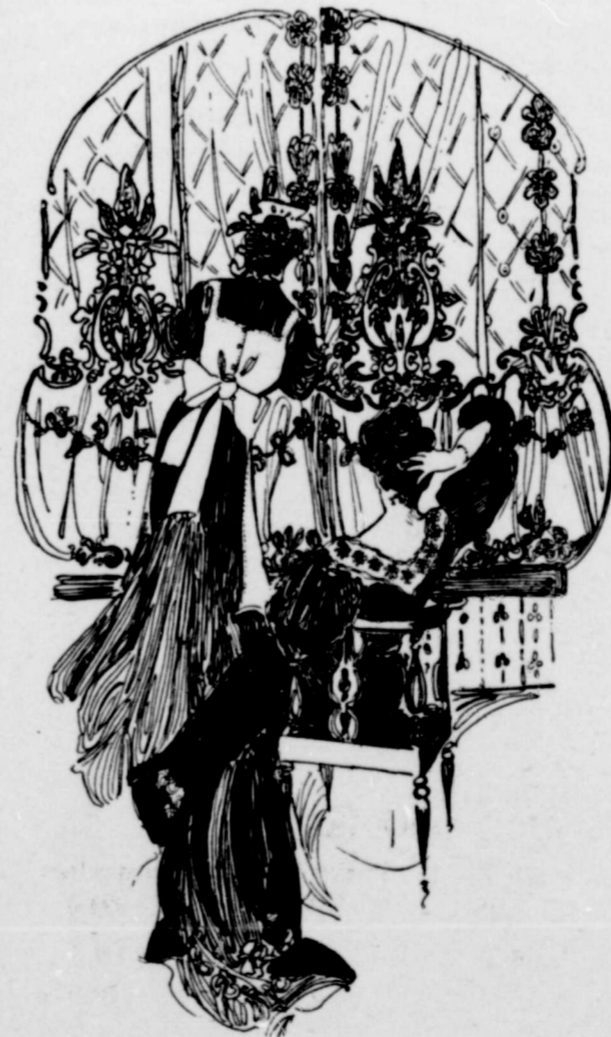
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John J. Main, Manager



JAMES CONMEE, M.P.

JAMES Conmee, M.P. for the electoral riding of Port Arthur and Rainy River, was born in the Township of Sydenham, Oct. 13, 1848, his parents being the late Matthew Conmee and his wife Rosanna O'Shaughnessy. He received only such education as the country schools at that time afforded. In 1864 he enlisted in the 8th New York Cavalry, and saw some active service near the close of the American Civil War. A Roman Catholic in religion, he married in 1874, Emily Florence, daughter of Joseph Cox of the town of Meaford, Ontario.

About the year 1868, he engaged in railway construction, and the construction of section A, a part of the Canadian Pacific Railway System, one of the early contracts let by the Government before the C. P. R. came into existence, and was carried to completion under the tender put in by him. Apart from connection with section A, he carried out successfully the construction of several sections of the C. P. R. He constructed the Port Arthur, Duluth and Western Railway, and completed the Michipicoten branch of the Algoma Central and Hudson Bay Railway, and several sections of the main line of that Company's road. In 1886, he projected the Atlantic and Pacific Railway from the Eastern boundary of Ontario to Lake Superior, Batchewana Bay, west of Sault Ste. Marie, being the point in view, owing to its advantages as a harbor in winter. Mr. Conmee also projected the Ontario and Rainy River Railway and built a portion of the line, but as the Federal Government at that time refused to grant any charter south of the C. P. R., he organized the Ontario, Manitoba and Western Railway. He also projected the Nipigon Railway, in the construction of which he is now interested.

Mr. Conmee carried on for a time extensive lumbering operations at Port Arthur. He took an active interest in

the Deep Waterways Movement, and took part in all the international conventions held to advocate action by the Canadian and United States Governments to construct a deep waterway by way of the St. Lawrence. He was elected Mayor of Port Arthur in 1885, and also a member of the Legislative Assembly of the Province of Ontario in that year, for the then new division of Algoma, known as Algoma West, which he continuously represented until its subdivision into two ridings previous to the Provincial elections of 1902, he then electing to stand for the division known as Port Arthur and Rainy River, for which he was elected. In 1896 he unsuccessfully contested Nipissing for the Commons. Algoma, in 1904, having been divided for Federal purposes, and the territory formerly composing the Provincial Riding of Algoma West, given representation in the Federal Parliament, Mr. Conmee resigned the Provincial seat to enter the contest for the House of Commons, to which he was elected on Nov. 3, 1904.

A Liberal in politics, he has held an independent course and opposed both the Government of Sir Oliver Mowat and the Hon. A. S. Hardy in respect to mining legislation, and finally succeeded in having his amendments adopted.

He, it was, who organized the first effort to develop and utilize the great water power at Sault Ste. Marie, now operating the Clergue industries. He was also the first to take practical measures looking to the development of power for commercial purposes from the Lachine Rapids at Montreal. He acquired Isle Au Heron situated near the head of the Rapids and kept engineers and experts engaged for part of two years, procuring data and information as to the action of the water and ice in winter, both at Lachine and the Back River to the west of the Island of Montreal.



MR. ALBERT EDWARD WEBB

Mr. Albert Edward Webb, son of W. W. Webb, was born in Brighton, Ont., on June 29, 1867. Having received his early education at the Brighton schools, he subsequently attended Upper Canada College. His father was a capitalist and financier, and this led him into business life. In 1895 he became a member of the Toronto Stock Exchange, and has carried on business in Toronto ever since. Mr. Webb is a great traveller, and there are few countries in the world which he has not visited. On August 11, 1898, he married Miss Alix Macdonald of Napanee, and has now three sons. He is a member of the Albany Club.

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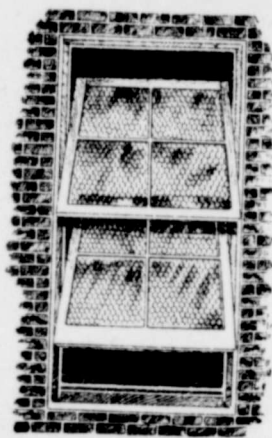
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What are these regulations? Ask any army man or soldier of the Empire and he will say: You must keep your uniform looking spick and span. You cannot go around with a button off or grease spots down the front of your vest or your trousers frayed around the bottom or ripped or bagged at the knees without getting called down at inspection.

A fellow has got to keep his uniform right just the same as his gun or bunk. They do not want slouches in the king's service.

This is the way every employer feels about the men and women in his branch of the army of success. He knows the public judge his store by the appearance of its employees. A clerk or salesman in unneat raiment injures not only himself but his associates and his firm.

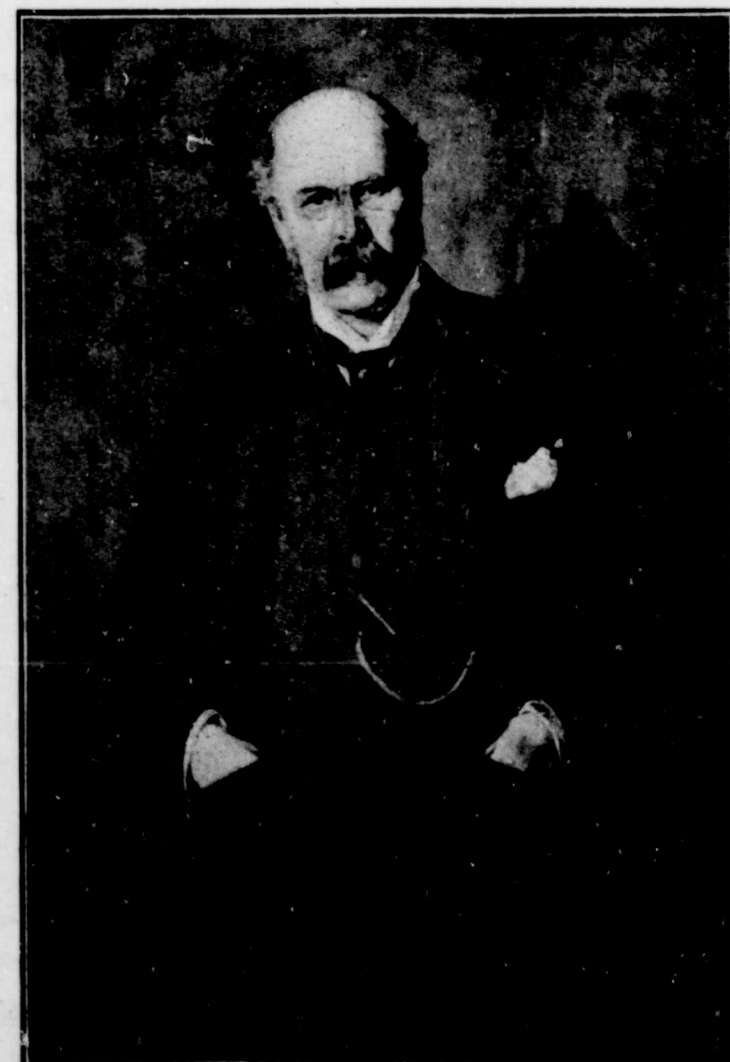
Good clothes are the uniform of success, the same as rags are the uniform of failure. Look like a cheap fellow if you want to get a cheap man's price. Look like a valuable man if you want to be considered one. It is not always necessary to patronize expensive tailors to look like a neat soldier. Keep what clothing you have well brushed up, clean and all the repairing done.

Consult me and I will see that you are enrolled as a member of the great army of success.

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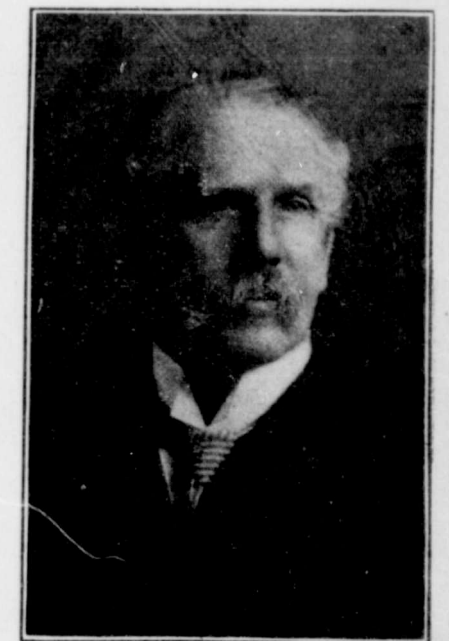
30 ADELAIDE STREET WEST.

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E. B. OSLER, M.P.

Edmund Boyd Osler, who represents the constituency of West Toronto in the Dominion Parliament in the Conservative interest, is a stock broker and financial agent. He is the fourth son of the late Rev. F. L. Osler, M.A., and was born in the Township of Tecumseth, Simcoe, Ont., in 1845. He received his education at the Dundas Grammar School, and commenced his business career as a clerk in the Bank of Upper Canada. In 1867 he formed a partnership with Henry Pellatt as money brokers and financial agents, and this connection lasted till 1882, when he joined



MR. R. H. TEMPLE

Mr. Robert H. Temple, President of the Toronto Stock Exchange, and senior member of the stock broking firm of R. H. Temple & Son, was born in Quebec in 1841. He was educated at a private school, studied law for two years, and was first connected with the lumber business. He was afterwards in Government employ for seven years, in the Crown Lands Department at Quebec, at Ottawa and at Toronto. Mr. Temple went into business as a broker in 1869, and in 1900 found the present firm, his son, who entered into partnership with him, having been in the Imperial Bank for a number of years. Mr. Temple is one of the charter members of the Toronto Stock Exchange, which was organized in 1875, there being only seven of the original charter members now alive.

his present partner, Mr. H. C. Hammond, in the same business. Mr. Osler not long afterwards became interested in different railway schemes, with the result that he was induced to look after the various interests of Sir George Stephen, now Lord Mountstephen, in the Canadian Pacific Railway and other roads. Out of these connections grew the construction of the Ontario & Quebec Railway, of which company he was elected President. Subsequently he was elected a Director of the Canadian Pacific Railway, which office he still fills. He is also a trustee of the University of Toronto, of the North West Land Company, and of the British Columbia Southern Railway, and he is Vice-President of the Dominion Bank.

Mr. Osler was one of the promoters of the Ontario & Quebec Land Co., formed in 1882; was one of the promoters of the Toronto Securities Company in 1883; and chief promoter of the Canada Southern Steamboat Company in 1883. He was elected Vice-President of the Toronto Board of Trade in 1885, and President in 1890. He sat in the third Congress of Chambers of Commerce of the Empire at London in 1896, and at that meeting moved and carried a resolution declaring that the advantages arising from a closer union of the Empire would justify an arrangement as nearly as possible in the nature of a Zollverein based upon principles of the freest exchange of commodities within the Empire, consistent with the tariff requirements incident to the maintenance of the local Government in each part of the Empire. He was first returned to the House of Commons as one of the members for West Toronto in 1896. He was elected Treasurer of the Executive Committee of the Liberal Conservative Union of Ontario in 1896. He is a member of the Toronto Club; the St. James Club, Montreal; the Rideau Club, Ottawa, and the Manitoba Club, Winnipeg.

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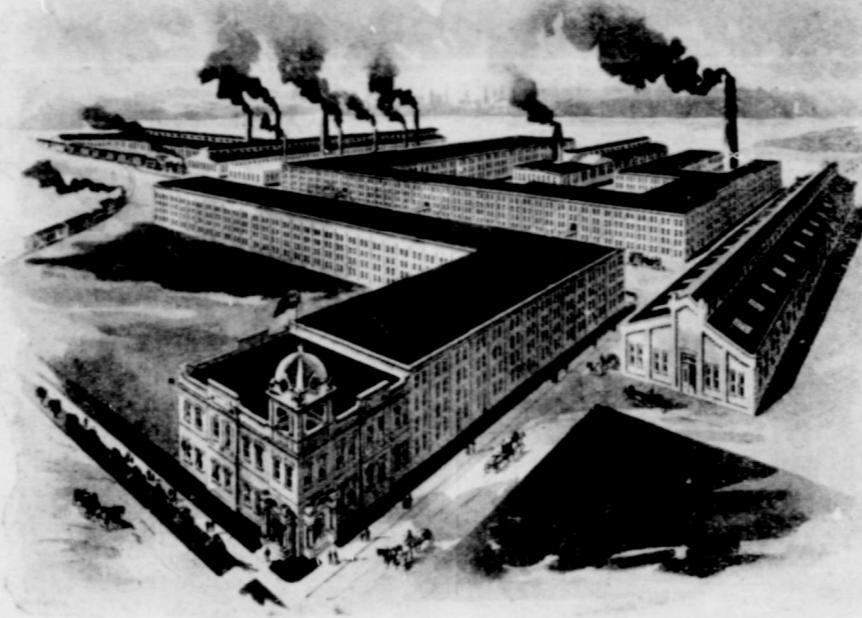
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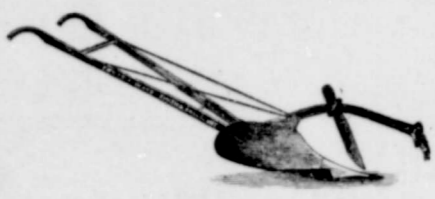


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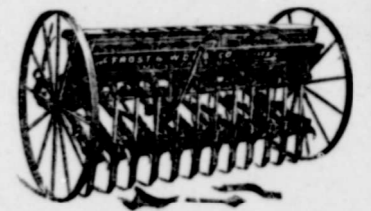


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The company manufacture all kinds of railway bridges, railway turntables, electric railway bridges, electric railway power houses and running sheds, highway bridges, buildings, roofs, structural work of all kinds, steel tanks and towers for waterworks, railways and observatories, steel ships and vessels, and steel poles for telegraph, telephone, and electric power transmission.

As is to be inferred from the name, the company make highway bridge work of all kinds one of their specialties, and the record of the company is the assurance that nothing but first-class work is turned out. They claim that they have built more highway bridges than all the companies in Ontario combined, and in many instances contracts have been awarded them at prices higher than those of their competitors, this being due to the excellent reputation the company have for the fair and honest manner in which they carry out their contracts. For a given sum of money, the company claim that they can give better value than any other concern in Canada, and as they carry the largest stock of metal used in their line in Ontario, they can always supply bridges at short notice.

As an illustration of the company's

ability in this direction, attention may be called to the fact that recently the company received a telegraph order from the Government of the Northwest Territories, for an 80 feet Warren Truss Bridge, and shipped the work complete in just one week, making a record of which they are justly proud.

An idea of the extent of the business may be gathered from the fact that their bridges were being erected at the following places, at the same time: British Columbia on Vancouver Island, Northwest Territories near Prince Albert, Nova Scotia near Westchester, Prince Edward Island near Cropan, and numerous places in Ontario.

Among the important engineering works successfully built by the Hamilton Bridge Works Company, may be mentioned the following:

St. Clair Tunnel, for Grand Trunk Railway, air locks and diaphragms used in construction; steel side wheel Steamer Chippewa, 311 feet over all, 67 feet beam over guards; the Stony Creek Arch Bridge in the Selkirk Mountains for the Canadian Pacific Railway, total length 483 feet, arch span 336 feet, weight 800 tons; the Rouge River Bridge, a double track span 140 feet over all, weight 265 tons, for the Grand Trunk Railway System; the fire proof building for P. Simpson & Co., Toronto. The weight of steel in same being 2,500,000 pounds; steel roof for Montreal Drill Shed; grand stand for Ontario and Fort Erie Jockey Clubs; steel and iron work for Sault Ste. Marie and Sault-argues Canal Locks; Burlington Canal swing bridge, first built in Canada; steel roof for Western Block Departmental Building, Ottawa, Ont; steel slip docks for Grand Trunk, C. P. R., Erie and Detroit River Railways and Michigan Central Railway; steel water-towers and tanks for St. Lambert, Que.,

Grand Trunk Railway, St. Clair Tunnel Co., and Amherstburg, Ont.; Observation Tower at Lundy's Lane; Incline Railway, Hamilton, Ont; Round Houses at Three Rivers, Trenton, Port Arthur and Sherbrook; gas tanks for Berlin Gas Co.

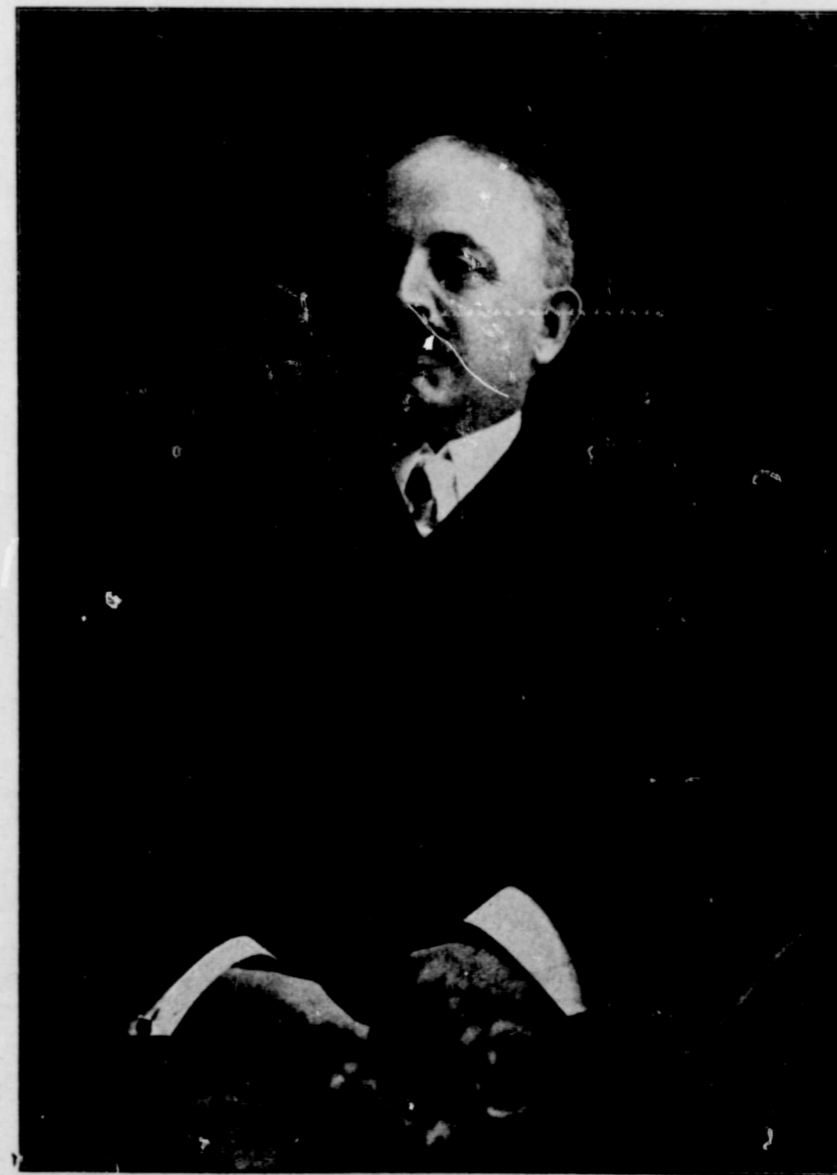
They have also supplied as follows:—Turntables for Canadian Pacific Railway, Central Ontario Railway, Hamilton & Northwestern Railway, Northern & Pacific Junction Railway, Ontario & Quebec Railway, Toronto, Hamilton & Buffalo Railway; bell buoys for Dominion Government, for Owen Sound, Sault, Ste. Marie, Brockville and the Maritime Provinces; Cement mixers for St. Clair Tunnel Company and other contractors; riveted steel water pipe for Cataract Power Company and others; steel cranes for London Steel Works, Gartshore-Thomson Pipe Company, Ontario Rolling Mills Company, Hamilton Tool Company, Vulcan Iron Company, Ontario Car Works.

Two years ago the shops of the company were entirely rebuilt with modern fire-proof steel and concrete buildings, the enlargements enabling the output of the company to be trebled.

The company do not export at all, but import annually about half a million dollars worth of material, from the United States, Great Britain, Germany and Belgium. They employ about 300 hands, although this number will vary slightly.

The officers of the Hamilton Bridge Works Company, Limited, which is capitalized at \$500,000, are as follows:—William Hendrie, President; Lieut.-Col. John S. Hendrie, Vice-President; R. M. Roy, Assistant to Vice-President and Manager; N. B. Champ, Treasurer, and C. G. Milne, Engineer.

The main offices of the company are at Hamilton, Ont.



OGDEN P. LETCHWORTH.

OGDEN PEARL LETCHWORTH, son of G. J. Charlotte (Pearl) Letchworth, was born at Auburn, New York, on August 23, 1851. He comes from English and Irish ancestry. His maternal grandfather was Dr. D. P. Pearl, one of the most prominent physicians in the central part of the State. The subject of this sketch was educated at the public schools of Auburn, attended the Central School at that place, and afterwards graduated from Williston Seminary.

Mr. Letchworth's business experience dates from the later '60's, when he became office boy in a saddlery manufacturing establishment in his native city, and in due time became a partner in the firm of Hayden, Letchworth & Smith. In 1878 Mr. Letchworth went to Buffalo and became connected with the firm of Pratt & Letchworth, manufacturers of steel and malleable castings, his father being the junior partner. As salesman, stockkeeper, corresponding

clerk, purchasing agent and general manager, he continued in the employ of the firm until 1886, when, on the death of his father, he was admitted to partnership. The partnership expired by limitation in 1896, and a stock company, the Pratt & Letchworth Company, was formed, headed by Mr. Letchworth, who is still President.

This company is one of the largest concerns in its line of business in the City of Buffalo, and as a result of good judgment, and proper attention to business development on the part of Mr. Letchworth and his partner, the company has been exceedingly prosperous. In addition to the expanding operations at Buffalo the company has an extensive plant under way in Canada, and its success gives evidence that strong organizing and directing forces have been linked with courage and foresight.

Upon the recent consolidation of the United States Hame Company, a concern in which was merged the interests

of five of the largest hame manufacturers of the country, Mr. Letchworth was unanimously elected President of that corporation.

Mr. Letchworth has ever maintained during his business career exceptionally pleasant relations with his employees.

Mr. Letchworth is Manager, through appointment by former Governor Black, of the Gowanda State Homeopathic Hospital, in which institution he is much interested. He was married in Buffalo on June 18, 1878, to Miss Laura Clark Strong, and a charming daughter, Miss Emma Pearl Letchworth, helps to make their home a haven of rest and comfort.

Mr. Letchworth is a member of the Buffalo Club and the Ellicott Club of Buffalo, and the Transportation Club of New York City; also of the Associate Society of Chapin Post, Grand Army of the Republic, of the Sons of the American Revolution, and of the Lodge of the Ancient Landmark F. & A. M.

Bench and Bar of Ontario.

Origin and Growth of the Law Society.

Constitution of Courts.

Sketches of Leading Members of the Bars.

The object of the Law Society fully attained, namely, to secure a learned and honorable body to assist their fellow subjects.

FOR the purpose of securing to the country and the profession a learned and honorable body to assist their fellow-subjects, as occasion may require, and to support and maintain the constitution of the Province."

In these words an Act of Parliament established the practitioners of the law in 1797 into the Law Society of Upper Canada. In 1822 the Society was incorporated and its functions were vested in the Treasurer and Benchers for the time being. In 1881 a Law School was established, of which Mr. N. W. Hoyles, K.C., is Principal. Through these various steps has grown up at Osgoode Hall an organization which has nobly fulfilled the ideas of its founders. To the general public, however, the channels of operation are something of a mystery, and a sketch of the courts will prove interesting.

Establishment of Courts.

The courts of the Provinces are established by the British North America Act and Provincial legislation, but the Judges are appointed by the Dominion Government. The highest court in Ontario is called the Supreme Court of Judicature for Ontario, though this is only a name for the corporation represented, in reality, by its two branches, the Court of Appeal and the High Court of Justice. The higher branch, the Court of Appeal, was established in 1874, and previous to that time the Chief Justice of Ontario was one of the Judges of what is now the High Court of Justice, and that title was allowed to remain until his death with the Judge who then held it, Chief Justice Harrison. The Court of Appeal as such hears no new evidence whatever, but the Judges read the evidence which has been given in actions and proceedings before reaching that court, and no witnesses are ever called there. Every matter that comes before it has been already adjudicated upon, and its duty is simply to review the case and see that proper justice has been administered.

High Court of Justice.

The High Court of Justice, the lower branch of the Supreme Court, is now composed of three divisions, the Chancery, King's Bench and Common Pleas. These three divisions are equal in jurisdiction, and the whole constitution is rather puzzling to the layman, but the High Court itself is a growth, not a creation, and the old divisions have been retained chiefly as a matter of convenience for arranging the work of the court. The highest function of this court is exercised as a Divisional Court of three Judges sitting monthly at Osgoode Hall to hear appeals from decisions at trials and from a Judge sitting in Single Court. This second function of the High Court is exercised by a single Judge sitting weekly, when minor matters are taken up, such as the management of estates in charge of the court, the disposal of funds in court, and appeals from the decisions of Masters. The third function of the High Court is to hold Assizes and sittings for the trial of actions in each of the counties twice a year. The Judges meet and arrange the circuits among themselves, and each takes a week in turn at the Assizes in Toronto and at the trial court conducted almost constantly at Osgoode Hall, at which non-jury actions are tried as soon as they are ready.

Names of the Judiciary.

At the present time the Supreme Court of Judicature of Ontario consists of the President, Hon. Chas. Moss, and the Justices in Appeal and of the High Court of Justice. As officers of the court are the Master-in-Ordinary, Thos. Hodgins, K.C., and the Master-in-Chambers, J. S. Cartwright, K.C.

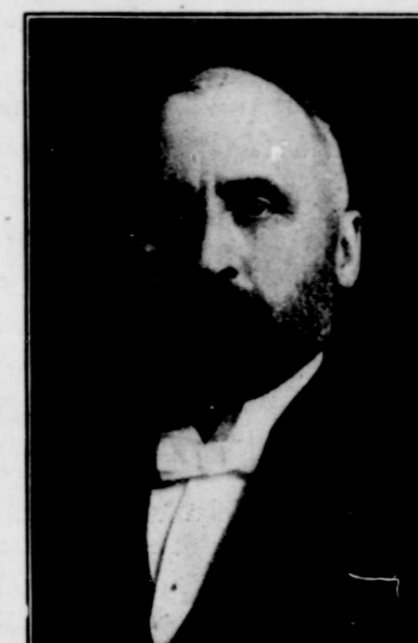
The Court of Appeal consists of the Chief Justice of Ontario, Hon. Chas. Moss; Justices, Hon. Featherston, Osler, Hon. Jas. MacLennan, Hon. J. T. Garrow, Hon. J. J. MacLaren.

The High Court of Justice consists of President, Hon. Sir J. A. Boyd, K.C.M.G., LL.D.; King's Bench Division, Hon. Wm. G. Falconbridge, Chief Justice and President; Hon. W. P. R. Street, Hon. B. M. Britton, Justices; Chancery Division, Hon. Sir J. A. Boyd, K.C.M.M., Justices Hon. J. Idington, Hon. J. Magee; Common Pleas Division, Hon. Sir Wm. Ralph Meredith, Kt., Chief Justice and President; Hon. Hugh MacMahon, Hon. J. V. Tetzels, Justices.



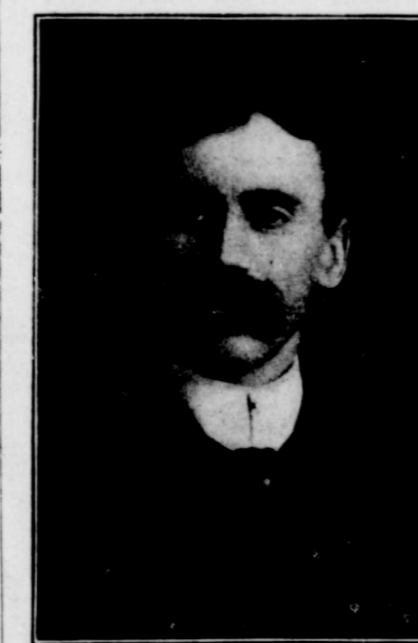
GEORGE H. WATSON, K.C.

Mr. George H. Watson, K.C., is senior member of the legal firm of Watson, Smoke & Smith, Toronto. He is one of the leading members of the Ontario Bar, and was appointed a King's Counsel on January 4, 1890. Mr. Watson is particularly well known as an appeal lawyer, and in commercial and election law is considered at the head of his profession. He has been connected with many of the important commercial cases before the courts of the Province. Mr. Watson is a Liberal in politics.



MR. J. M. CLARK.

Mr. J. M. Clark, born at St. Mary's July 6, 1860, was educated at St. Mary's Collegiate Institute and the University of Toronto, graduating B.A. 1883, M.A. 1885, LL.B. 1891. He was called to the bar in 1886, with honors, and the gold medal of the Law Society. His first case before the Supreme Court was the Quebec case, and since then he has argued many cases before the Judicial Committee of the Privy Council, including the option case and fisheries case. Through his interest in mining, being one of the original directors of the Ontario Mining Institute, he was joint author of the "Law of Mines in Canada." He is a Canadian representative of the Mond Nickel Co. Ltd., registered attorney for Bovril, Limited, and a large number of other companies, and President of the Cartier Mining Co. General politics have always interested him, and he was President of the Young Men's Liberal Club, President of Toronto branch of the British Empire League in Canada, and President of the University College Literary Society. He is a member of the Toronto Club, Toronto, and Rideau Club, Ottawa.



N. W. ROWELL, K.C.

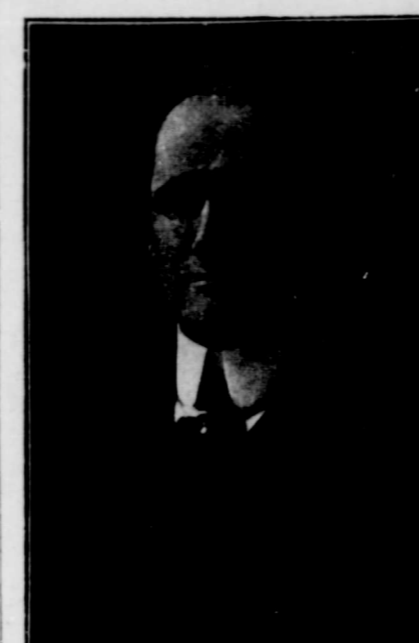
Mr. N. W. Rowell, K.C., is a member of the legal firm of Rowell, Reid, Wilkie, Wood & Gibson, Toronto. He was born in the County of Middlesex, Ontario, on November 1, 1867, and received his education in the public schools of Ontario. Mr. Rowell was called to the bar in 1890, and was appointed King's Counsel in 1902. He is an authority on commercial law, and took an active part in the reorganization of the Consolidated Lake Superior Corporation at Sault Ste. Marie, and represents the Ontario Government on the Board of that corporation. Mr. Rowell is a member of the Senate of the University of Toronto, and a member of the National Club.



MR. D. E. THOMSON, K.C.

Mr. D. E. Thomson, K.C., was born on January 20, 1851, at Erin, Wellington County, and was educated at Coningsby Public School, by private tutors, and at the Law School of Upper Canada. Hav-

ing been called to the bar in May, 1876, he succeeded in the same year Mr. Z. A. Lash, K.C., in the firm then known as Beatty, Chadwick & Lash, when Mr. Lash was appointed Deputy Minister of Justice under Hon. Edward Blake. There he remained eight years, and then became head of the firm of Thomson, Henderson & Bell, and now of the firm of Thomson, Tilley & Johnson. He was appointed Queen's Counsel by the Ontario Government of Sir Oliver Mowat in 1896, and received the honorary degree of LL.D. from McMaster University in 1903. He is director of the Canada Landed Credit Company and the Metropolitan Bank, Chairman of the Board of Trustees of the Toronto General Burial Grounds, and member of the Senate and Board of McMaster University. He is a member of the Toronto Club, the Royal Canadian Yacht Club and the Rosedale Golf Club.



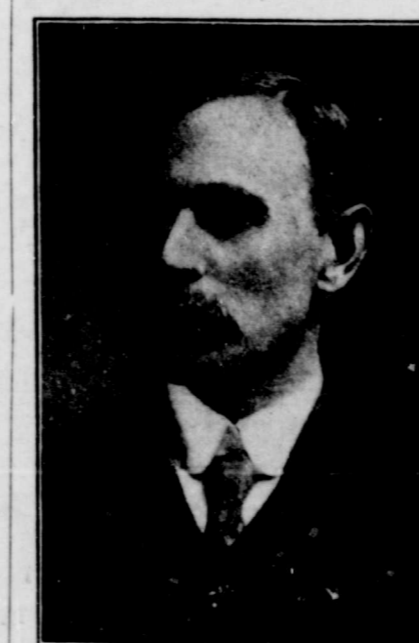
MR. E. B. RYCKMAN.

Mr. E. B. Ryckman was born April 15, 1866, at Huntington, Que. During his educational courses he had a remarkably brilliant career. After leaving Brantford Collegiate Institute, he entered Victoria University, where he graduated B.A. in 1887 as the Prince of Wales gold medalist, and gold medalist in classics. Subsequently he received the degrees of M.A. and LL.B., and, having entered on the study of law, he was admitted to the Bar of Ontario in 1890, being gold medalist of the Law Society. He became head of the firm of Ryckman & Kirkpatrick, later Ryckman, Kirkpatrick & Kerr, now Ryckman, Kirkpatrick, Kerr & MacInnes. He has always taken an active and practical interest in politics, being the Conservative candidate for East York for the Legislature in 1894, and a member of the Executive of the Ontario Liberal Conservative Association, and its Treasurer for the past three years. He is a member of the Albany, Toronto and National Clubs.



MR. W. R. RIDDELL, K.C.

Mr. W. R. Riddell, K.C., was born near Cobourg, April 6, 1852; educated at the Cobourg Collegiate Institute and at Victoria University (B.A. 1874, B.Sc. 1876, LL.B. 1878); became mathematical master of the Ottawa Normal School 1875, and was called to the bar in 1883, when he won the Law Society's gold medal, and stood first in all his examinations. He practised first at Cobourg, and both there and elsewhere has taken a leading position as counsel in both civil and criminal cases. He is now a member of the firm of Beatty, Blackstock, Riddell & Chadwick. He was elected a Bencher of the Law Society in 1890, and has been re-elected on each occasion. He has not confined his activity to law, for he is a life-fellow of the Botanical Society of Edinburgh, and a trustee of the Toronto Western Hospital. On the death of James Crossen of the Coburg Car Manufacturing Works (whose daughter he married in 1884), he reorganized the company and became President. Among the notable cases with which he was connected were the Davis murder, the Cynthia Bell, and the Gamage case.



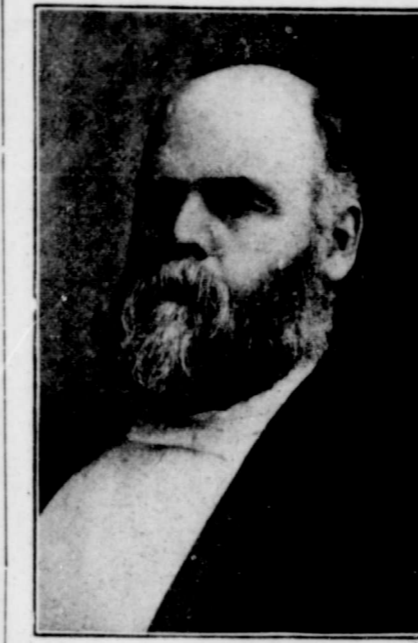
MR. GEORGE BELL.

Mr. George Bell, who has reached a high place at the Bar of Ontario, especially through his lucid presentation of business problems, was born on December 13, 1857, at Niagara Falls, Ont. Having received his education at Queen's College, Kingston, from which he graduated in April, 1878, he entered on the study of law. In the Easter term, 1881, he was called to the Bar, and he since devoted himself exclusively to his practice. He was a member of the firm of Thomson, Henderson & Bell from 1886 until its dissolution in 1903. Since then he has practised by himself. In social matters Mr. Bell occupies a prominent place, being a member of the Toronto Club, the Albany Club, the Royal Canadian Yacht Club, the Victoria Club and St. Andrew's Society.



HON. J. J. FOY, K.C., M.L.A.
Minister of Crown Lands.

Mr. J. J. Foy, K.C., M.L.A., occupies a prominent place in many walks of life. Born in Toronto, February 22, 1847, he was educated at St. Michael's College, Toronto, and later at St. Cuthbert's College, Ushaw, Eng. Having entered on the study of law, he became a barrister in 1871, Queen's Counsel in 1883, and a Bencher of the Law Society in 1882. He deemed it his duty to respond to urgent requests to enter public life, and was elected for one of the divisions of the city in the Legislative Assembly in 1895, and was re-elected in 1902. From his entrance to the Legislature he has been regarded as one of the "front benchers" of the House, and one of the most valuable members of committees. Mr. Foy is a director of the Toronto General Trusts Corporation, the Dominion Bank, the National Life, and the North American Land Company. He is also a member of the Toronto Club and the Albany Club.



JAMES R. ROAF.

Mr. James R. Roaf, barrister, was born in Toronto on August 14, 1851. He received his education at Rev. A. Williams' school for boys, and the Model Grammar School. He was called to the bar in February, 1873, and has since continuously practised in Toronto. Mr. Roaf has had a large practice in corporation law, and has been consulted by large corporations in the United States. He had charge of the cases at Ottawa when the Bell telephone patents were declared invalid. The result of this decision meant much cheaper telephones in Canada than in the United States, where the monopoly was retained. Mr. Roaf has always remained independent in politics. He was Secretary of the Canadian National Association, and business manager for some time of the Nation, both of these being identified with what was commonly called the Canada First Party. Mr. Roaf is a member of the National Club, is A.P.M. of Ionic Lodge No. 25, A.F. & A.M., and has held office in the A. & A.S.R.



MR. FRED C. JARVIS.

Mr. Fred C. Jarvis was born in Toronto, the son of the late Sheriff Jarvis. He was educated at the Jarvis Street Collegiate Institute, and afterwards at the University of Toronto. Having entered on the practice of law, he is now a member of the firm of McPherson, Clark, Campbell & Jarvis. Among the institutions with which he is connected is the Homewood Retreat Sanitarium, Guelph, being a director. He is a member of the Toronto and Canadian Clubs.



MR. LEIGHTON MCCARTHY, K.C.

Mr. Leighton McCarthy was born December 15, 1869, at Walkerton, and educated at the Barrie Collegiate Institute. He was called to the Bar in September, 1892, entered the firm of McCarthy, Osler, Hoskin & Creelman, and was appointed King's Counsel June, 1902. On

the death of his uncle, Mr. Dalton McCarthy, he was chosen Conservative candidate, and was elected to the House of Commons at the bye-election of December 14, 1898. He was re-elected for Simcoe at the general election of November, 1900, and again at the general election of November, 1904. Among the enterprises with which he is connected is the Imperial Paper Mills of Canada, Ltd., being a director. He is an enthusiastic golfer, being a member of the Toronto Golf Club. He is also a member of the Toronto Golf Club, Lambton Golf Club, and Ottawa Golf Club. He is also a member of the Toronto Club and the Rideau Club, Ottawa. For a term he was President of the Osgoode Legal and Literary Society.



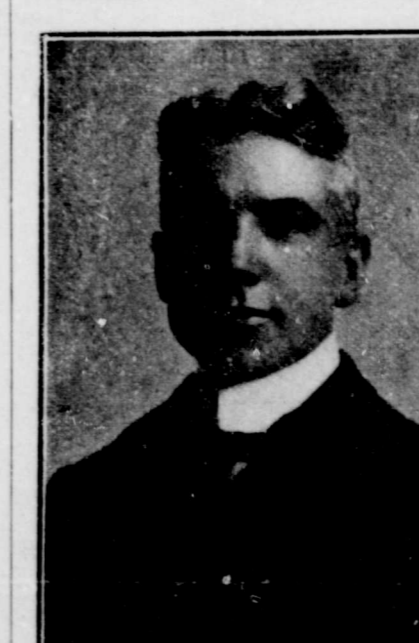
MR. CHARLES WESLEY KERR.

Mr. Charles Wesley Kerr is of Irish descent, the son of Senator William Kerr, K.C., of Cobourg. Born in that town April 17, 1865, he was educated at Cobourg Collegiate Institute and at Victoria University, where he graduated B.A. in 1887. Having studied law with his father, and afterwards under the late John Bain, Q.C., he was called to the Bar with honors as medalist in 1890. Having entered immediately the firm of Mr. Bain, he gave special attention to litigation. After the death of Mr. Bain in 1893 he was associated with Mr. James Bicknell, K.C., who then joined the firm, in counsel work. On March 1, 1897, he entered into partnership with Messrs. E. B. Ryckman and A. T. Kirkpatrick, the firm now being Ryckman, Kirkpatrick, Kerr & MacInnes, and continued to be engaged in many large commercial cases. He is a member of the North Toronto Liberal Association, Independent Order of Foresters, Madawaska Club, Ltd., Senate of Victoria University, Masonic Order (Zetland), Canadian Club, and Methodist Church.



THOMAS REID.

Mr. Thomas Reid, barrister, was born in London, Ontario, on October 13, 1864. He was educated at the London Collegiate Institute, and after studying for the Bar was admitted to the practice of law in the early part of 1887. He immediately entered the law office of Mr. John Leys, who was then solicitor for the Freehold Loan & Savings Co. Upon the resignation of Mr. Leys in September, 1893, Mr. Reid was appointed one of the company's solicitors, and continued so down to the amalgamation of that company with the Canada Permanent Corporation in 1900. He then became one of the solicitors of the latter corporation, but resigned in February, 1903, to join his present firm. Mr. Reid has always taken an active interest in politics, and was for a number of years Treasurer of the Young Men's Liberal Club of Toronto. He is a member of the National Club and of the Canada Lawn Bowling Club.



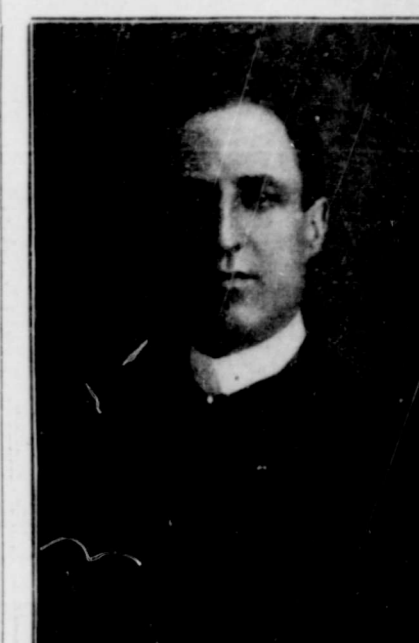
MR. DUNCAN DONALD.

Mr. Duncan Donald was born in Toronto December 17, 1869, and educated at the Toronto Public Schools, Toronto Collegiate Institute and Toronto University, from which he graduated in 1891. Having entered the Ontario Law School, he became a student in the office of MacLaren, Macdonald, Merritt & Shepley, with whom he remained for two years after admission as solicitor and call to the Bar. Since January 1, 1897, he has practised alone, making a specialty of company organization, duties of executive officers, management of estates, and title work. He is director of the Imperial Steel & Wire Company, Ltd., the Gramp Steel Co., Ltd., the Petewawa Power Co., Ltd., the Smokeless Fuel Saving System, Ltd. In military matters he has always taken a deep interest, and was adjutant of the 48th Highlanders for six years. He is a member of the Canadian Military Institute and of St. Andrew's Society.



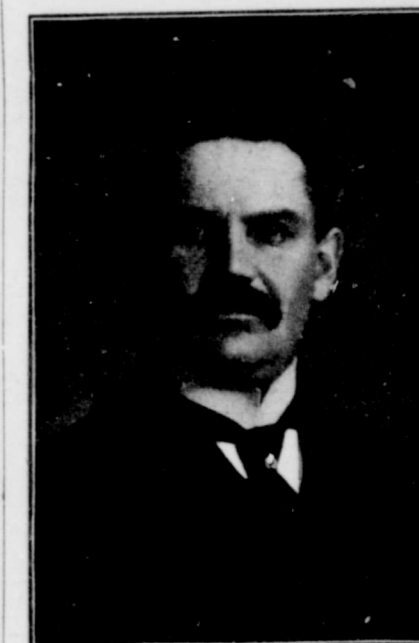
MR. A. T. HUNTER.

Mr. A. T. Hunter was born in Dundas, Ont., October 25, 1868, and was educated at the Brantford Central, and Collegiate Institute, Toronto, and Jarvis Street Grammar School, and graduated from University College, LL.D. 1890. He was called to the bar 1892, and has shown the results of his study and practice in three valuable law books, "Practical Treatise on Power of Sale," "Real Property Statutes," and "Foreclosure of Mortgages." He has always taken deep interest in public matters, and is widely known as a witty, pungent, practical speaker. In 1896, and again in 1904, he contested West Toronto for the House of Commons, but was unsuccessful on both occasions. Among the enterprises with which he has been connected is the Toronto Life Insurance Company, being a director. He has taken an active interest in benevolent and fraternal societies, and is a member of the I.O.F., A.O.U.W., the S.O.E.B.S., and Cameron L.O.L., of which he is Past Master.



MR. JAMES L. ROSS.

Mr. James L. Ross was born in Wellington County and educated at the University of Toronto, where he graduated B.A. in 1886. He was called to the Bar in 1889. He is a member of the National Club.



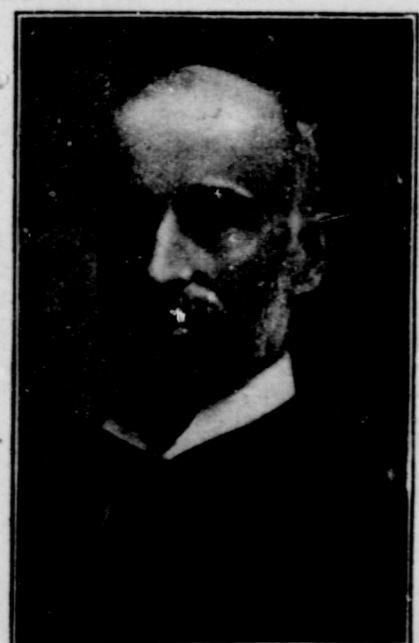
MR. GEORGE C. CAMPBELL.

Mr. George C. Campbell was born in the Township of York, and received his education at the public school of Davenport, and at Toronto Collegiate Institute. He studied law with Mr. John Winchester, now Mr. Justice Winchester, and subsequently with Mr. Frank E. Hodgins. In 1887 he was called to the bar, and became a partner of the firm of Coatsworth, Hodgins & Campbell, two years later, in 1889, he formed a partnership with Mr. R. U. McPherson, under the name of McPherson & Campbell. In 1894 the firm was enlarged to its present membership, McPherson, Clark, Campbell & Jarvis. He is a member of the National Club.

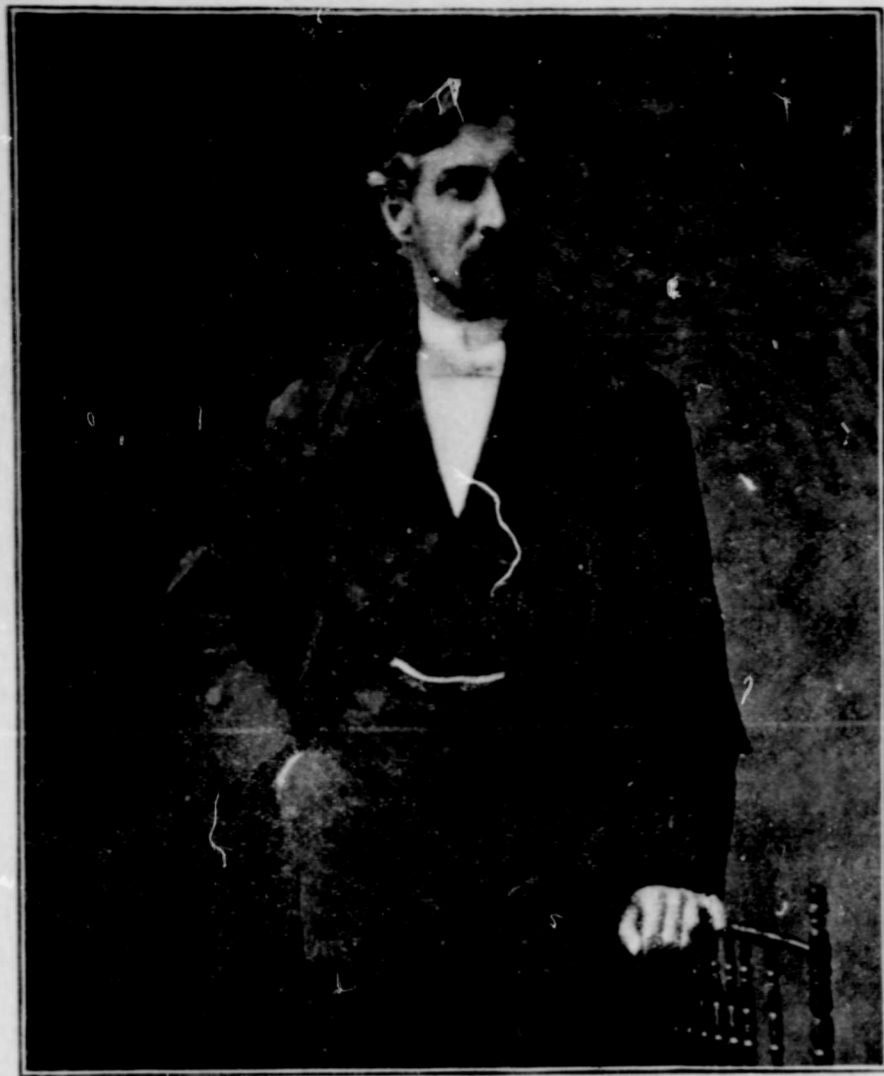


W. R. SMYTH.

William R. Smyth, barrister and solicitor, 70 Toronto street, Toronto, has been prominent in the practice of law since 1886, and as a consulting lawyer is widely known. Mr. Smyth was born in Virginia on July 5, 1865, and received his education at the Veaux College, Suspension Bridge, New York. While he was called to the bar in 1886, Mr. Smyth did not practice in Toronto till 1891, where he has been since. Mr. Smyth is a strong sympathizer with athletic sports, and is a well-known member of the Jockey Club and the Toronto Golf Club. He is a member also of the National Club and the Victoria Club.



THOMAS URQUHART
Mayor of Toronto.



MR. HERBERT HARTLEY DEWART, B.A., K.C.

Mr. Herbert Hartley Dewart, B.A., K.C., eldest son of the late Edward Hartley Dewart, J.D., was born at St. John's, P.Q., November 9, 1861. He was educated at the Toronto Model School, the Collegiate Institute and the University of Toronto, where he graduated B.A. in 1883; called to the Bar 1887; married in 1891 to Miss Emma Smith of Sparta, Ont. His penchant for forensic and political work shown during his university

course grew afterwards, and he was one of the founders of the Young Men's Liberal Club of Toronto. He was an active Liberal worker in the Dominion campaigns of 1887 and 1891, and in the Provincial campaigns of 1886 and 1890. From 1891 to 1904 he was a successful County Crown Attorney, and has conducted many important cases. He was the Liberal candidate for South Toronto at the recent Dominion election.



MR. EDMUND BRISTOL.

Mr. Edmund Bristol was born in Napanee, and educated at Upper Canada College and the University of Toronto, taking his B.A. in 1883, with first-class honors in classics. As a student at Osgoode Hall he won two scholarships, and was called to the Bar in 1886, standing at the head of the candidates in the examinations for solicitor. He has succeeded in building up a large and lucrative practice, and is now head of the firm of Bristol, Bayley & Armour. Among the companies for which he is counsel is Canada Grocers, Ltd., the largest consolidation of wholesale houses in the country. With Messrs. W. MacKenzie, D. D. Mann and others, he is a director of the Inverness Railway and Coal Company. He has also extensive relations with European capitalists, who have investments in Canada. His activities have not been confined to his profession. He has been President of the Liberal Conservative Association of Toronto, director of the Albany Club, one of the organizers of the Toronto Country and Hunt Club, one of the founders of the Canadian Horse Show, and now owns several good race horses. In 1895 he sailed the Vreda, of which he was one of the owners, and won the Prince of Wales Cup for the championship of the lakes.

T. C. ROBINETTE, K.C.

Mr. T. C. Robinette, K.C., a member of the legal firm of Robinette & Godfrey, was born in Peel County, in 1865, and graduated from the University of Toronto in 1884. As a barrister he has taken a leading position, particularly in criminal law. He was made a K.C. in 1902. Mr. Robinette, as a student, was articled to Mr. J. J. Maclaren, now Mr. Justice Maclaren. He was called to the Bar in 1887, and first practised in partnership with Mr. R. U. McPherson. For a time he was a member of the firm of Ross, Cameron & Robinette (Hon. Geo. W. Ross and M. G. Cameron, M.P.P.), and he then spent a year as assistant in the City Solicitor's office in Toronto. Mr. Robinette took a brilliant course at the University of Toronto. He was a gold and silver medalist, and graduated with distinguished honors, B.A. in 1884 and LL.B. in 1887. He has taken an active part in politics, in the Liberal interest, is a member of Zeta Lodge A. F. and A.M., the A.O.U.W., the I.O.F. and the C.O.F.



MR. H. A. COLLINS.

THE Russell House

OTTAWA'S LEADING HOTEL.

American and European Plans.

\$40,000 Spent upon Improvements.

Particularly Pleasing for a Summer Visit.

ROSSIN HOUSE

A. & A. NELSON, Proprietors.

91 York and 133 King West.

Builders' Supplies

Sewer Pipe, Fire Brick,

Fire Clay, Portland Cement,

Plaster Paris, Lime.

The largest and best selected stock in Toronto.

The Toronto Pottery Co., Limited

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OSLER & HAMMOND

STOCKBROKERS AND FINANCIAL AGENTS.
MEMBERS TORONTO STOCK EXCHANGE,

18 King St. West - - - Toronto.

Dealers in Debentures. Stocks on London, Eng.,

New York, Montreal and Toronto Exchanges

Bought and Sold on Commission.

E. B. Osler R. A. Smith F. G. Osler H. C. Hammond

The London Life Insurance Company

Head Office, - - - London, Ont.

For thirty years the above Company has gone steadily forward, discharging its duties to its policy-holders and strengthening its position financially, and to-day stands in the very forefront of responsible Life Insurance Companies in all that pertains to the best interests of its patrons.

A synopsis of the Thirtieth Annual Report for year ending 31st December, 1904, affords the following particulars:—

INCOME.

Interest Receipts.....	\$74,228 11
"Ordinary" Premiums.....	118,691 06
"Industrial" Premiums.....	236,906 86

Total Income,.....\$429,826 03

(Increase over 1903, \$31,814.75).

PAYMENTS TO POLICY-HOLDERS.

Cash Profits.....	\$6,074 92
Surrender Values.....	5,182 82
Matured Endowments.....	7,552 62
"Ordinary" Claims.....	26,525 47
"Industrial" Claims.....	54,120 57

Total Payments.....\$99,456 40

(Increase over 1903, \$4,218.15).

Net Ledger Assets.....\$1,643,183 92

(Increase over 1903, \$180,218.04)

Reserve and other Liabilities.....\$1,542,693 33

(Increase over 1903, \$174,262.78).

Surplus Assets over Liabilities.....\$100,490 59

(Increase over 1903, \$5,955.26).

Insurance in force.....\$8,200,306 00

(Increase over 1903, \$733,678.00).

The London Life issues policies on all the regular plans on as favorable terms as other first-class Companies.

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Montreal! Who has not heard of that wonderful, picturesque and romantic, yet commercial city, the metropolis and the real, if not the official capital of the Dominion of Canada?

The City of Montreal was founded May 18th, 1642, by Paul de Chomedey, Sieur de Maisonneuve, a soldier of noble character and deep religious thought.

Accompanied by a party of seventeen Maisonneuve landed on the site of the future metropolis, and in a simple, but solemn religious ceremony called upon Heaven to bless their settlement. The small band of pioneers was soon joined by sixty other colonists, and the population and influence of the little community from that time steadily extended. In 1644 the whole of the Island of Montreal had become the property of the Sulpicians, and within five years of that time had been thoroughly explored, and by 1660 many thriving villages had sprung up within a ten miles radius of the original stockade.

Seven years later Montreal had a population of 706, and began to assert itself as an independent centre of trade. A market day was established and a public warehouse erected. The brave trade pioneers and priests, with marvelous rapidity spread the trade influence of the bustling little town over a constantly widening area. In 1672 Montreal was formally laid out, and the streets named, many of the names remaining unchanged to this day. In 1722 a regular mail was established between Montreal and Quebec. In 1778 the first newspaper, the 'Gazette,' was issued, its publisher being Joseph Fleury de Mesplet, the printer brought to Montreal by Benjamin Franklin to assist in the circulation of revolutionary literature. A census taken in 1799 gave the population of Montreal as 9,000.

The inauguration of steam navigation on the St. Lawrence River took place on November 3, 1809, when the steamer "Accommodation," built in Montreal by John Molson, started on her maiden voyage to Quebec. She was the second steamboat built in America, and was a small craft of eighty-five feet over all, sixteen foot beam, and a six horse power engine, was a complete success although she took thirty-six hours in the run to Quebec, which modern steamers do in from nine to ten hours.

The year 1829 marks an era in the history of higher education in Montreal. McGill University dating its active existence from the 29th of June of that year. The university was founded on the liberal bequest of the Hon. James McGill, a leading Montreal merchant who had been prominent in the fur trade, who died in 1813, and who left by his will an estate valued at £30,000 sterling to found a college, under the charter of the then recently established "Royal Institution" for the advancement of learning.

In 1832 the City of Montreal was temporarily incorporated, and in 1840 the charter was proclaimed as permanent. The offices of Mayor and Aldermen were not made elective until 1842, being filled previous to that date by the Governor-General.

In 1836, having obtained a charter the Montreal merchants opened the pioneer Canadian railway, between La Prairie and St. John's, which was sixteen miles long. At first horsepower was used, but in 1837 locomotives were successfully introduced.

About this time Montreal first became identified with the inauguration of steam navigation on the Atlantic. The Royal William (363 tons) launched at Quebec, April 27, 1831, was towed to Montreal and fitted with engines and boilers. She started on her maiden voyage across the Atlantic on August 17, 1833, making the passage from Pictou, N.S., to Gravesend, England, in seventeen days, being the first vessel to cross the Atlantic wholly under steam.

A bill was passed in 1841, incorporating the Montreal Board of Trade, which was organized in 1840, and its charter proclaimed in 1842. The Montreal Telegraph Company was organized in 1847.

A red-letter year for Montreal was 1860, when the city had the honor of entertaining his Majesty King Edward VII, then Prince of Wales, who came to Canada to inaugurate the Victoria Bridge, the first stone of which was laid July 20, 1854. This bridge, which was designed by the great Robert Stephenson, and built by the firm of Peto Brassey & Betts, was 9,184 feet long, and was considered one of the wonders of the world. A few years ago the superstructure of the bridge was completely rebuilt, the original

tubes, with their single-track roadbed, being replaced by modern steel, open-truss spans, with roadbed for a double line of rails, and with a driveway on either side. The reconstructed bridge, renamed the Victoria Jubilee Bridge, in honor of Queen Victoria's Diamond Jubilee, the work of reconstruction being begun in the jubilee year, was formally inaugurated by the present Prince of Wales, upon the occasion of his last visit to Canada.

Montreal was the first city in Canada to have horse cars in operation, the first rails being laid in September, and the line opening for operation November 26th, 1860.

After some years of debate, the splendid Mount Royal property of 464 acres, on the summit of the mountain, was acquired by the city, and transformed into one of the most beautiful natural parks in the world. Mount Royal Park was inaugurated in 1875. From the summit of the mountain, which is upwards of 700 feet above river level, a panorama of city, river and level country is obtained which is unexcelled by any view in the world. On a fine summer's day a glorious view of the glittering expanse of Lake St. Louis, with its shaded banks, thickly set with the summer homes of Montreal people, is obtained. To the north the eye travels over a level, well-tiled agricultural country, embellished with many a prosperous village, stretching to the very base of the grey Laurentians, which comprise the oldest geological formations in the world—so scientists tell us. To the Eastward, the eye is attracted by the bustle and activity of the northern and eastern sections of the city, which, during the past few years, have greatly extended, and are at present building up at a marvellously rapid rate. The view to the south of Mount Royal is bounded by the hazy outlines of distant mountains—the Green Mountains of Vermont to the left, the Adirondack range in New York State to the right. Nestling around the base of the tree-clad elevation lies the city, with its palatial private residences, its imposing educational institutions and public buildings, the graceful spires and domes of its many temples of worship, its vast hives of industry, with their lofty smokeshafts, and its harbor, crowded with shipping. Past the city flows the mighty St. Lawrence—the real source of the city's wealth and influence—and beyond the broad stretch of blue water lies as fair a bit of country as man would wish to gaze upon—a vast, park-like agricultural country, reaching from the St. Lawrence to the international country, 45 miles distant. The views from the summit of the mountain are, in fact, as much a delight to the tourist as is the mountain itself a source of pride to the people of Montreal.

During the past twenty years the history of Montreal has been a record of steady commercial progress, and there is little to record, outside of the establishment of new commercial and industrial enterprises, and the extension of the others already established; the foundation and endowment of educational and benevolent institutions, the improvement of municipal and social conditions, and generally the progress of the community along the lines of material and social advancement.

Approaching the city of Montreal from the river, as viewed from the harbor, there is not such an imposing looking seaport in America, with its miles of wharves crowded with shipping and laden with merchandise; its new piers and store wharves, being vast in dimensions and substantial in appearance. Shoreward the limits of the harbor are defined by a solid cut stone wall, erected as a means of flood protection, but imparting an air of firmness and substantiality to the whole harbor front. Across the broad thoroughfare beyond this wall rises a long row of massive stone public buildings and warehouses, just as substantial looking as the harbor itself. Right behind this long terrace of business houses lies the heart of commercial Montreal—the banking and wholesale section of the city. As this is the part of Montreal that in bygone days was enclosed within the old military defences, the streets are generally very narrow and cramped. By the time their cramped condition was realized the property was too valuable to permit of the adoption of a general widening policy. The beauties of many splendid business buildings in this section are, therefore, lost because of the narrow streets on which they are erected.

One of the most charming features of life in the City of Montreal is the mixing of the romantic with the prosaic,

combined with the sound on all sides of conversations in the French and English tongues. Some of the more historical landmarks in the very heart of the business district have been preserved. In the midst of the outbuildings of busy factories and great modern warehouses are to be found some of the modest but massively built residences of the French regime, with their generous, open fireplaces and elaborately ornamented mantels, built as long ago as 1680. In Vaudreuil Lane still stands the modest old warehouse where John Jacob Astor, in the palmy days of the Montreal fur trade, laid the foundation of the Astor millions. Quaint old Roman Catholic chapels and convents exist in the very centre of blocks, which at a cursory glance are given up to twentieth century commercial activity; as quaint and sweet a monastery garden as existed in fourteenth-century Europe flourishes within easy stone-throw of the Montreal Stock Exchange. But the street fronts in this wholesale district are occupied by great modern warehouses, which, from the architect's point of view, would be worthy of places in the City of London. The show streets of this downtown business section are Notre Dame and St. James. The latter street has during the past quarter of a century undergone a marked transformation from the chief retail business street to the municipal, banking and general business office street. In prolongation of the central business district, on the lower level, are great manufacturing districts extending for miles either way, the residential and newer retail districts being located on the lower slopes and plateaus of Mount Royal.

Montreal is a city of churches, having one for every 2,500 of the population, over 100 in all. Conspicuous features of any view of Montreal, no matter from where obtained, are the domes, spires and minarets of her places of worship. The lofty twin towers of Notre Dame street stand out well when viewed from nearly every part of the city. Notre Dame is the largest church in America, next to the Cathedral of the City of Mexico, and is built after the model of Notre Dame, Paris. It has seating accommodation for 10,000 people, but has accommodated 15,000. The two main towers are 227 feet in height, and in one of them is swung the largest bell in America, the Gros Bourdon, which weighs 24,780 pounds.

Another imposing feature of the view over the city is the graceful dome of St. James' Roman Catholic Cathedral in Dorchester street, designed after the model of St. Peter's at Rome, of which famous building it is about half the size. The top of the cross surmounting the dome of St. James' is 258 feet above the level of the ground. The most ancient place of worship in Montreal is the chapel of Notre Dame des Victoires, erected in 1718.

The City of Montreal possesses a substantial and finished aspect—the public buildings are massive and elegant in proportion rather than in detailed ornamentation, and these are main characteristics of the business structures and private residences.

Every Montrealeur is justly proud of the number and extent of the city's educational and benevolent institutions. More splendid and well adapted college buildings than those of McGill and Laval Universities do not exist anywhere, while any city would have good reason to boast of such an array of hospitals as the Hotel Dieu, the Montreal General, the Royal Victoria, Notre Dame, the Western, and the Grey Nunnery.

Compared with cities of relatively the same size in the United States, Montreal's real estate assessment is about the same as Washington, the national capital of the United States, and is greater than that of New Orleans, Milwaukee, Minneapolis, Providence, St. Paul, etc. While Montreal is extending her foreign trade by bounties, and developing her domestic industries rapidly, she is not neglecting to beautify herself, and to provide for the pleasure and health of her people. The improvement of her thoroughfares has been systematically taken up; new public squares are being added to the many breathing-spots left as green oases in the busy parts of the city, and existing ones are being embellished with monuments and fountains. Some of the principal monuments in Montreal are not only very fine, but historical. The Nelson monument, in Jaeger Cartier square was erected in 1809. The statue of Queen Victoria, by Marshall Wood, on Victoria square, in 1872. The monument to Maisonneuve, on Place d'Armes square, the work of Hebert, the great Montreal sculptor, who also produced the splendid monument to Bishop Bourget, which adorns the space in front of St. James' Cathedral, is considered, from an artistic point of view, to be one of the most noble monuments on the continent of America. Worthy of notice also are the monuments to Sir John Macdonald, in Dominion square, and Dr. Chenevix.

Montreal's great parks, her beautiful and quaint suburban resorts; the magnificent St. Lawrence, available not only for the great shipping interests of the port, but affording some of the finest steamer trips and yachting and boating facilities in the world; the fine system of electric street railroads, and the great railway facilities, all tend to render Montreal one of the most convenient and attractive metropolitan cities in America, both from business, professional and residential points of view.

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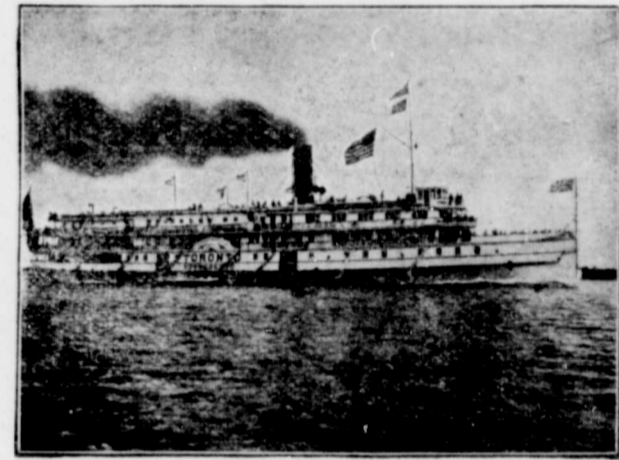
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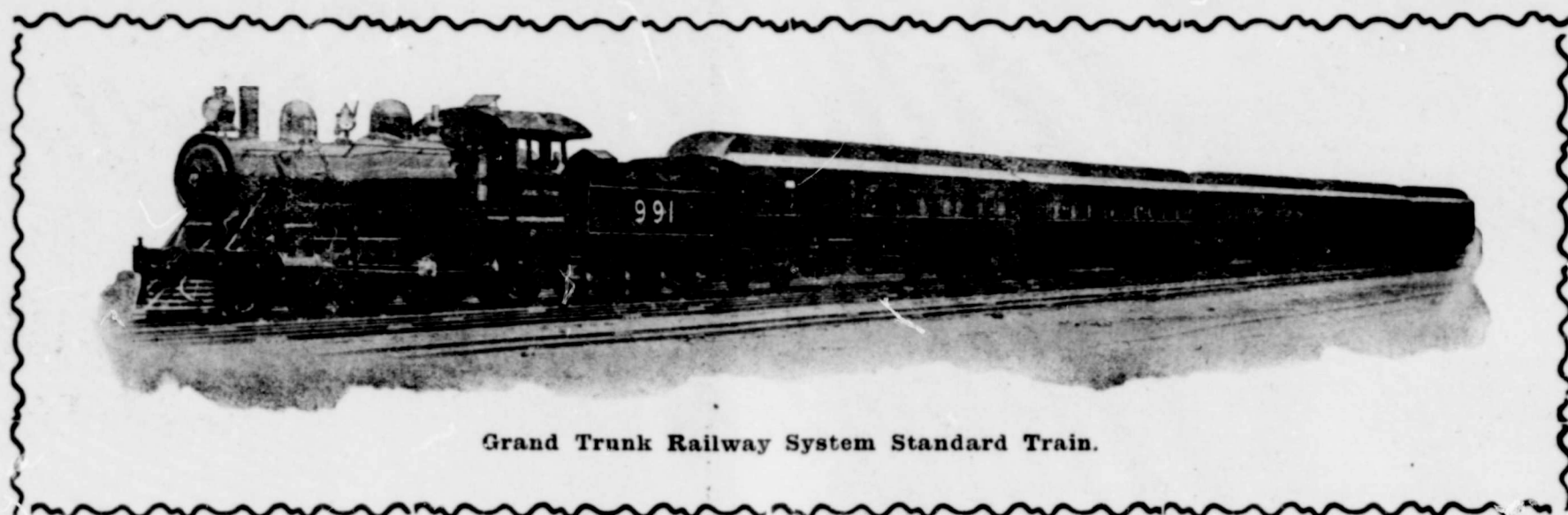
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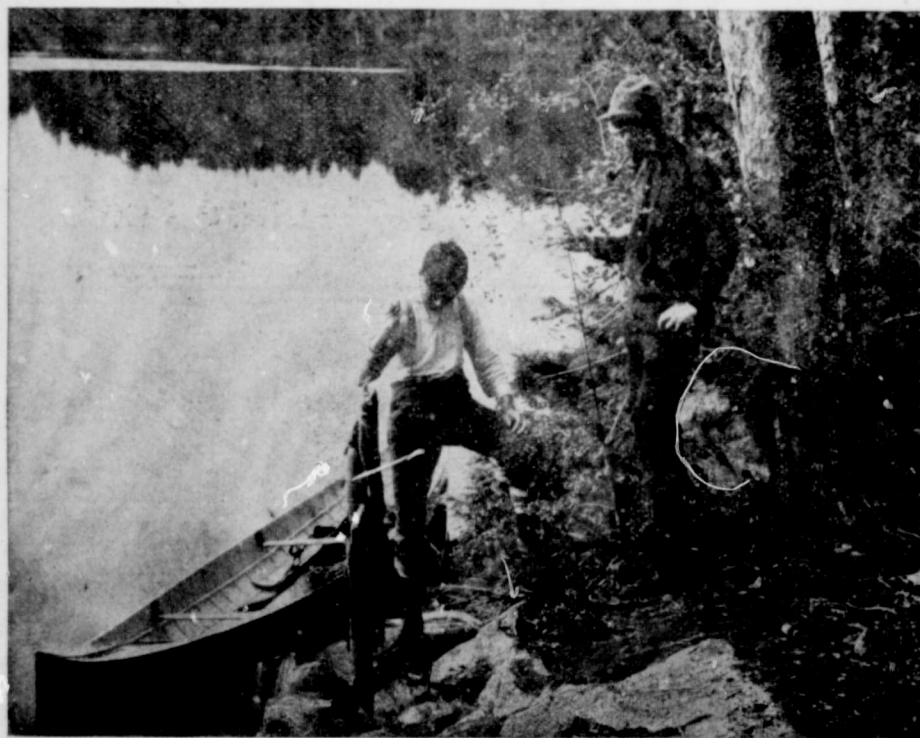
Highlands of Ontario

Are Without a Peer on the Continent of America



Grand Trunk Railway System Standard Train.

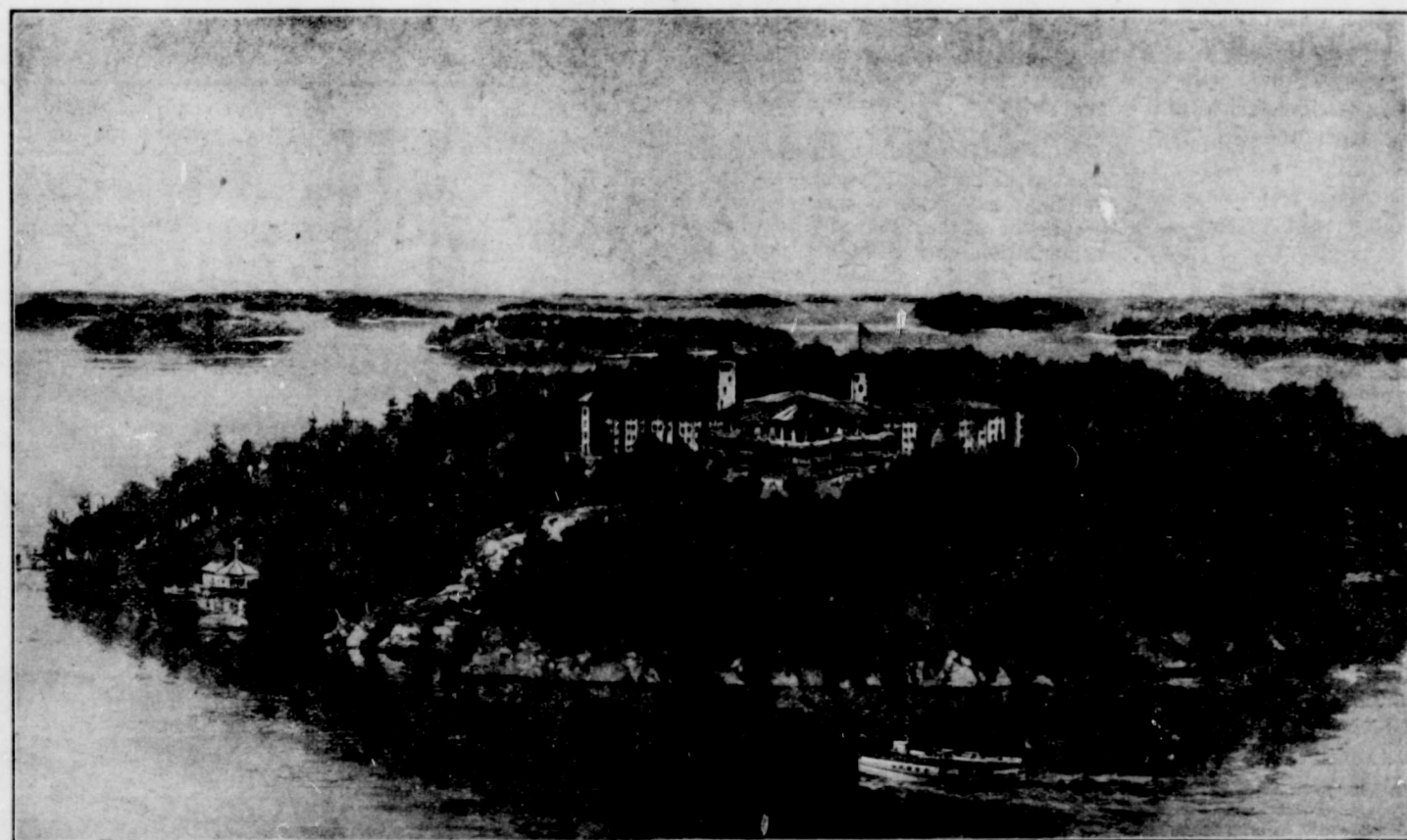
THIS magnificent territory has a wide diversity of unsurpassed scenery and an unlimited variety of pastimes. It is tempered with a clear, invigorating, health-giving air, where Hay Fever is unknown. First-class hotel and boarding houses are everywhere to be found, at rates to suit all conditions. It has an altitude of 1,000 feet above sea level, and fish and game abound throughout.



Half Hour's Catch, Granite Lake, Temagami District.

Within the district known as "The Highlands of Ontario" are embraced the far-famed Muskoka Lakes District, the beautiful Lake of Bays country, Lake Nipissing and the French River district, noted for its magnificent canoeing and fishing, the Orillia and Couchiching and the Kawartha Lakes territories, and the 30,000 Islands of the Georgian Bay, all of which have attractions without number for the tourist and sportsman.

To this may be added the superb Temagami territory in New Ontario, 300 miles north of Toronto. It embraces all the attractions that are sought after by the tourist, angler and hunter, who are looking for new fields to explore, and for the lover of Nature and out-door recreation. It is a land of virgin forests, with fishing and canoeing that is unexcelled anywhere.



Royal Muskoka Hotel, Lake Rosseau, Muskoka Lake District.
"Highlands of Ontario."

All these territories are easy of access from any direction by the

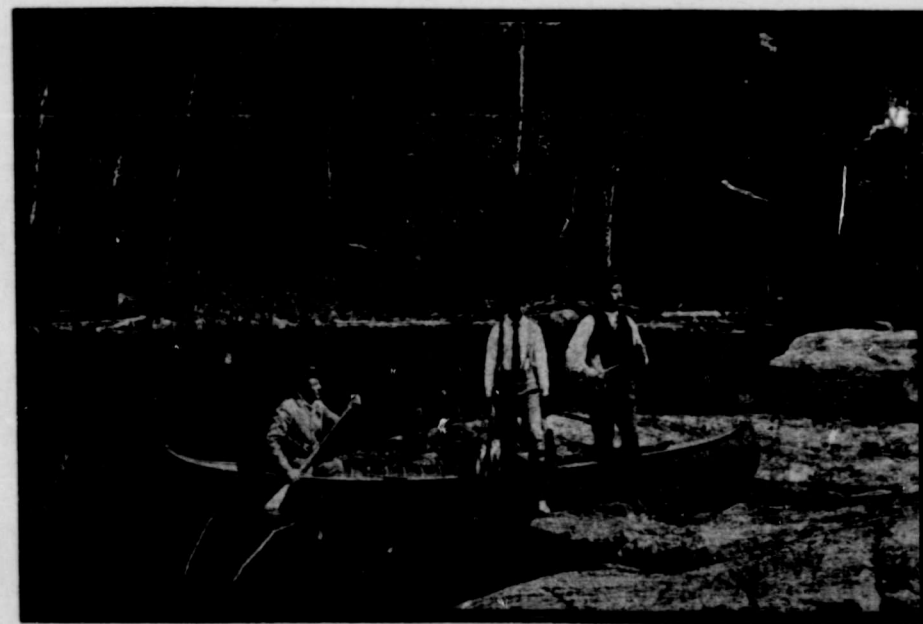
**Grand Trunk
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over which line fast express trains are run solid from Buffalo, Hamilton and Toronto.

Full information and handsomely illustrated literature, bearing upon any of these districts, may be had on application to

G. T. BELL,

General Passenger and Ticket Agent, Grand Trunk Railway System, MONTREAL.



Pickeral Fishing on the French River, Lake Nipissing District. "Highlands of Ontario."

"Royal Household" Flour

MAKES THE BREAD USED ON THE TABLES OF ROYALTY.

If in your family you are already using **Royal Household** Flour for bread and pastry, your further reading of this advertisement is unnecessary, except to say that if at any time you should desire to see how **Royal Household** is made, a pass will be furnished you on application at any of our offices to show yourself and friends through our mills in Montreal or Winnipeg.

The highest degree of purity yet attained in flour manufacture is by the application of electricity, the patents for which are at present exclusively controlled by this Company. As **Royal Household** is purified by electricity there can be no substitute.

You will find a visit to our laboratory and baking establishments in Montreal most interesting and instructive, and members of our staff will always be pleased to extend every courtesy to our visiting friends.

Royal Household is for sale at all the leading grocery stores. You will find it well worth trying. If your grocer does not keep it, write us and we will give you the name of the nearest dealer.

If you are interested in making good bread write us for our **Royal Household** recipes for both bread and pastry. Try these in connection with **Royal Household** Flour and we assure you that you will obtain perfect results.

THE OGILVIE FLOUR MILLS CO., LIMITED, MONTREAL.

REMEMBER

"Royal Household"

is the best Flour
in the World.

CANADIAN EXPRESS COMPANY

An improved and perfected system of Transportation in all its branches, resulting from the experience of over

HALF A CENTURY

always appeals to the progressive merchant, who must have **Expeditious Service, Lowest Rates** and **Undoubted Responsibility**, all of which are abundantly afforded by the

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\$5.00 and under	-	-	-	3 cents
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THE MOUNTAINS OF BRITISH COLUMBIA

CANADIAN PACIFIC RAILWAY EMPLOYS SWISS GUIDES TO PILOT DARING TOURISTS.

Main Lines of this Great System Convey Passengers from Montreal to the Region of Natural Marvels Within Three and a Half Days—Unparalleled Attractions of Scenery Along the Route and the Enticements of Snug Hostleries Nestled in Fertile Valleys—A Journey by Rail from Boston to Vancouver by way of Canada's Metropolis and her Capital City and Thence by Steamer to the Leading Ports of the World.

THE mountain ranges of British Columbia, the Switzerland of the continent, are traversed for 500 miles, from east to west, by the main line of the Canadian Pacific Railway. From prairie to Pacific they are magnificent, and at every turn some peak looms up or some valley is revealed that evokes admiration and awe. Variety they have, variety of scenery and variety of interest; the

Lake Louise, two and a half miles from Laggan station, has been enlarged from a small, but comfortable chalet to a first-class hotel. Its windows face the wondrous Victoria Glacier, the other two Lakes in the Clouds are but two miles away, and Paradise Valley and the Valley of the Ten Peaks may be reached by enjoyable trips on horseback.

Mt. Stephen House, Field, lies near the base of Mt. Stephen, one of the

or less, and for the longer expeditions everything—guides, ponies, tents and outfits—may be procured at the hotels.

To ride through the forest, to come out here and there on a lovely view and at last to reach a point at which peaceful tarn, broad valley and mighty peak unite to form a landscape of indescribable beauty is to imprint on the memory scenes years will not efface.

Of all the wonders of the mountains the glaciers hold first place. The most accessible is the Great Glacier of the Illecillewaet, close by the station to which it has given its name; a mighty river of ice, seamed and split in every direction.

To the scientist it is a glacier, moving downwards remorselessly six inches a day; to the Alpinist it is a pathway of ice to be followed or crossed with caution and a rope.

The ice is veined like marble. A stream of clear water hurries down a blue channel, and disappears in a bottomless chasm, the sides in the depths a deeper blue. The glacier is split and cross-split by crevasses and the whole world seems of translucent blue. Blue are the pinnacles, blue are the recesses and blue strata form the islands into which the ice is divided. Once the crevasses are passed, the summit of the glacier is reached and a great field of snow—the neve—stretches for miles

grandest of the Rockies, and is open the whole year. It is the central point of the Mountain Hotel system, and is reached in a few hours by rail from the other resorts. Moreover, expeditions may be made from it to Cataract Valley, Lakes O'Hara and Annette, the Ice River Valley, Emerald Lake and the Yoho Valley. Beautiful drives may be made from it to Emerald Lake and towards the Ottertail Range, and the curious Natural Bridge is only one of the other neighboring points of interest.

Emerald Lake Chalet, seven miles from Field, affords the comfort of a hotel with the cosiness of a farm house. It stands on the brink of a quiet tarn, and from it parties are outfitted for the famous Yoho Valley and the Takakaw Fall. The trail over the Burgess Pass gives some magnificent views and the fishing in Emerald Lake is excellent.

Glacier House remains open the whole year, and is enlarging for the second time this winter. From it the Great Illecillewaet Glacier may be reached in forty minutes' stroll, and other expeditions may be made among the grandest of all the mountain scenery.

At Revelstoke, Sicomous and North Bend are other first-class houses which form excellent headquarters from which beautiful scenery may be visited or splendid sport obtained.

The Hotel Vancouver, at Vancouver, stands in the first rank of city hostleries. It is situated on one of the main business streets and is five minutes' walk from the railway station and steamboat piers. Its furnishings, service and cuisine approach perfection.

Climbing in The Mountains.
For those who would climb the mountains, the Canadian Pacific Railway has made every arrangement. At Lake Louise, Field and Glacier, Swiss guides are stationed, and with their skilled assistance many notable ascents have been made by some of the most famous mountaineers in the world. They are at the disposal of all and are ready at all times to introduce the novice to the fascinating world of craig and glacier, col and cornice.

For those who do not aspire to such lofty heights, trails have been cut up the lower mountains, and to the chief points of interest. Nearly all the regular excursions may be made from the hotels, on foot or horseback, in a day

into the mountains, glistening pure and white in the sunlight.

The Pacific Coast.

The Rockies and the Selkirk traversed, most people will continue to the Pacific Coast, after perhaps stopping for a few days at Golden for the trip up the Columbia, at Revelstoke to see the charming Arrow Lakes, or at Sicomous for the beautiful scenery and splendid fishing of the Shuswap Lake and the Okanagan Valley. The Thompson and Fraser Canyons afford a magnificent exit from the mountains, and even during the hundred miles from Yale to Vancouver the heights are still in sight.

Vancouver is a prosperous city, the terminus of the Canadian Pacific Railway, the port of the Canadian Pacific Railway Empress Steamship Line to the Orient, of the Canadian-Australian Line to Hawaii, Fiji, Australia and New Zealand, and of the British Columbia Coast Service of the Canadian Pacific Railway to Seattle, Skagway and Alaska. The Hotel Vancouver offers splendid accommodation. There are many beautiful drives in the neighborhood, and the salmon canneries at Steveston are well worth visiting.

Victoria and Seattle are reached from Vancouver by the superb twin screw Canadian Pacific Railway steamer "Princess Victoria." It is the fastest commercial steamer on the Pacific, and is fitted up most luxuriously. From its observation room in the bow an unobstructed view of the lovely archipelago of the Bay of Georgia may be obtained. The route lies through lanes of water lemming in by rocky islands, some of almost the dignity of mountains, others mere rocks awash with the tide. Woods clothe them to the water's edge, or fine bluffs end them abruptly, while afar off the snow-crowned pyramid of Mt. Baker, 14,000 feet high, looms through the mist.

Victoria is reached in four hours and the steamer, winding in through the tortuous harbor, comes to its berth by the graceful pile of the Provincial Parliament buildings, close to which is the site of the Canadian Pacific Railway hotel, now under construction. Half a mile away is Beacon Hill Park, from which a beautiful view is obtained of the jagged Olympian Range, across the Straits of Juan de Fuca. The city itself, with its irregular streets and pretty residential quarters, bears a distinctively English look, and three miles to the west is Esquimalt, the headquarters of the Pacific squadron of the Royal Navy. Seattle is another four hours' steam up Puget Sound, and from there the

main line of the Canadian Pacific Railway may be regained via Mission Junction.

The Climate of the Mountains.

The summer climate in the mountains is an ideal one for tourists.

It is delightfully cool.

It is pure, dry and invigorating.

It is free from dust.

The days are long.

The valleys, in which the hotels are

are most welcome and visitors linger on the galleries at Banff, Lake Louise, Field and Glacier until the last rays of the sun have faded from the mountain tops—when the time has come to seek the log fire crackling so cheerily in the cosy reception room.

Routes to the Mountains.

The Canadian mountains are very accessible. The main line trains of the Canadian Pacific Railway reach them from

5. From Detroit and Toledo—
(a) To Toronto by Canadian Pacific Railway; thence by routes 2 to Banff.

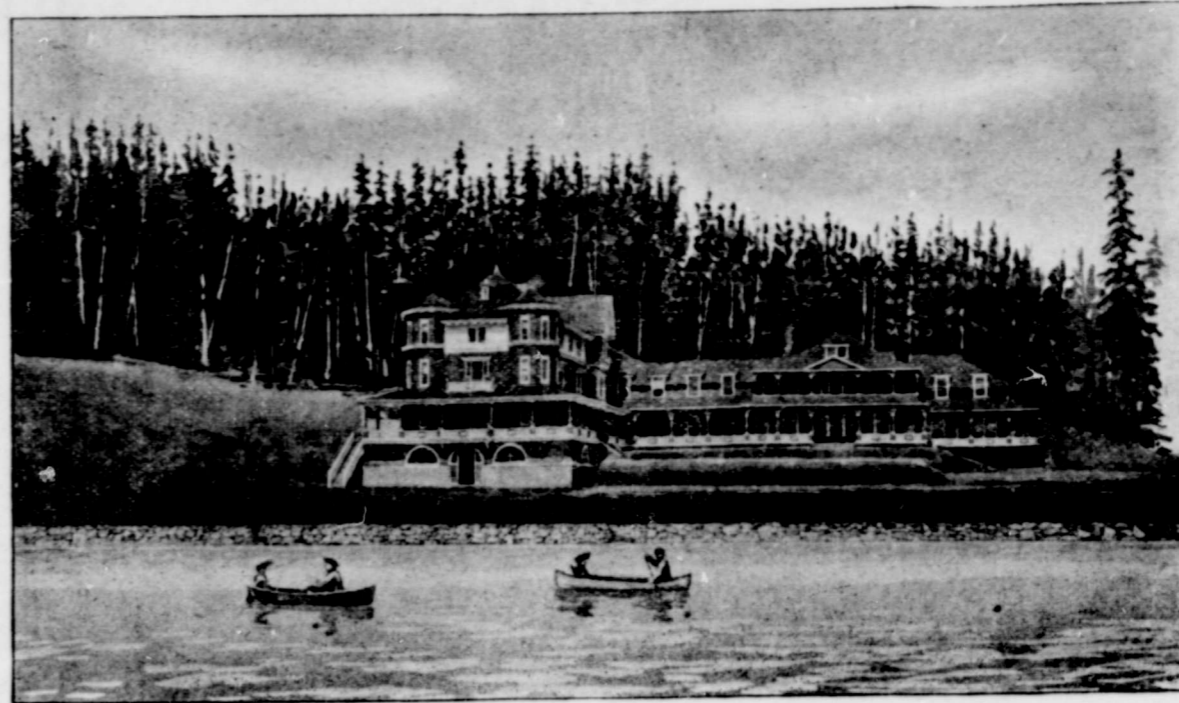
(b) To Chicago; thence by route 4 to Banff.

6. From New York.

To Montreal or Toronto; thence by thence by route 1 to Banff.

7. From Boston—

Boston and Maine and Canadian



LAKE LOUISE HOTEL

situated, are all over 4,000 feet high, and this ensures a pleasant coolness. At Banff the average summer temperature is 23½ degrees lower than in Washington, D.C., and the mercury in the mountains seldom rises higher than 75. Walking in such a climate is most enjoyable, driving is not too cool, while a secluded corner on the veranda is the very place for a cosy chat or a quiet read. Many people camp out for weeks at a time, and find it neither too hot by day nor too cold when the sun goes down. Shade is abundant at noontide and a couple of blankets are ample protection at night.

The air is wonderfully pure and dry. No large centres of population, no fac-

Montreal in three and a half days, and may be joined from southern points at many different places. Moreover, there is much to interest the tourist in the trip.

The principal routes are as follows:

1. From Montreal—

(a) Canadian Pacific Railway main line to Banff, via Ottawa, Mattawa, North Bay, Fort William, Winnipeg, Moose Jaw, and Calgary.

(b) Canadian Pacific Railway to Toronto; thence by routes 2 to Banff.

2. From Toronto—

(a) Canadian Pacific Railway to Owen Sound; Canadian Pacific Railway Upper Lake Steamship to Fort William; Canadian Pacific Railway main line to Banff.

(b) To North Bay; Canadian Pacific Railway main line to Banff.

3. From St. Paul and Minneapolis—

Minneapolis, St. Paul and Sault Ste. Marie Railway (Soo Line) to Portage; Canadian Pacific Railway main line to Banff.

4. From Chicago—

To St. Paul; thence by route 3 to Banff.

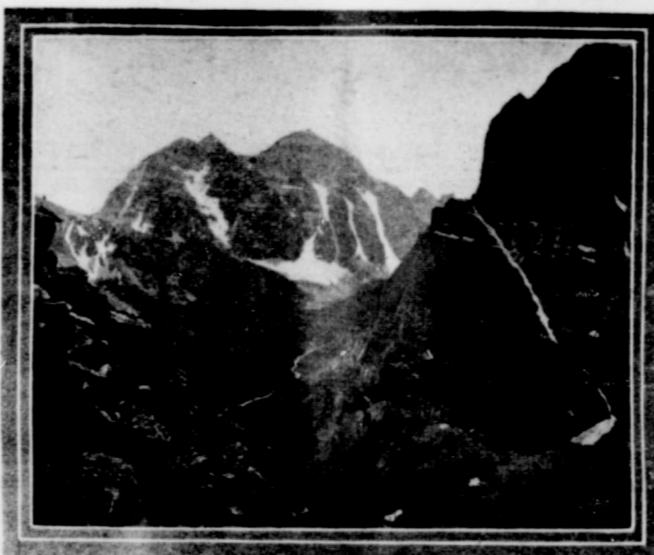
Pacific Railways to Montreal; thence by routes 1 to Banff.

8. From Los Angeles, San Francisco and the Pacific Coast—

To Seattle, via the Shasta route; thence (a) by train to Mission Junction and Canadian Pacific main line to Glacier.

(b) Canadian Pacific Railway S.S. "Princess Victoria" to Vancouver; thence by Canadian Pacific main line to Glacier.

Whatever route is followed the journey is full of interest. The Province of Ontario bears on every hand signs of prosperity and progress and many thriving cities are passed. Along the shores of Lake Superior the scenery is bold and impressive, and as the train skirts the water's edge numerous bays of great beauty are opened up. If the lake route be taken, the tourist cannot but notice the immense amount of shipping and the splendid equipment of Fort William. At Winnipeg he will see a city destined to be the great commercial centre of the North-West, and from there to the Rockies he will traverse 900 miles of agricultural and ranching land, the like of which is not to be found elsewhere in the world.



PARADISE VALLEY

tories full of grimo and dirt pollute the atmosphere; but the winds sweep for hundreds of miles over forest and mountain, meeting nothing to take from their freshness. Such air is most invigorating and seems to endow the muscles with new strength. In such a climate a man can eat and sleep well and his nervous system is braced up as by a powerful tonic.

There is no dust in the mountains. There cannot be. The hotels of the Canadian Pacific Railway are surrounded by evergreen forests and are often on the shores of lakes.

The summer days are long in this northern land, and night seems reluctant to come on. The line runs through the mountains above the 51st degree, nearly ten degrees north of New York and Chicago. There the sun stays longer above the horizon than in the cities to the south, and the gloaming in July lasts till half past nine o'clock. Amid such scenery these long twilights



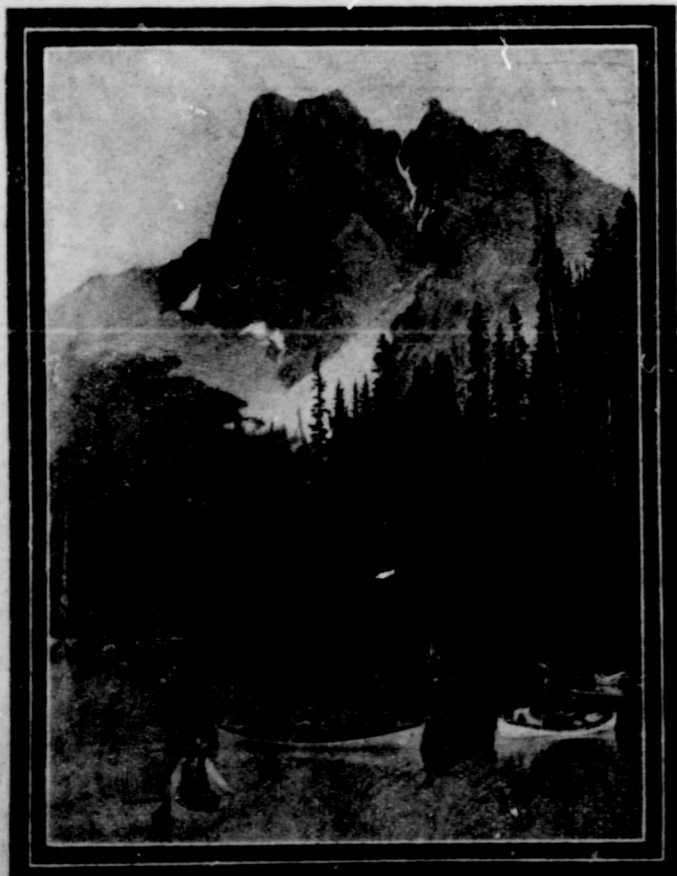
SIR DONALD, SELKIRK RANGE

OFFICERS OF THE TRAFFIC DEPARTMENT CANADIAN PACIFIC RAILWAY

Head Offices: - - MONTREAL, CANADA

G. M. BOSWORTH, 4th Vice-President, Montreal

Robert Kerr	Passenger Traffic Manager	Montreal
W. R. MacInnes	Freight Traffic Manager	Montreal
C. E. E. Usher	General Passenger Agent, Eastern Lines	Montreal
C. E. McPherson	General Passenger Agent, Western Lines	Winnipeg
W. B. Bulling	Asst. Freight Traffic Manager, Eastern Lines	Toronto
F. W. Peters	Asst. Freight Traffic Manager, Western Lines	Winnipeg
E. V. Skinner	Asst. Traffic Manager	New York
A. H. Notmann	Asst. General Passenger Agent	Toronto
E. J. Coyle	Asst. General Passenger Agent	Vancouver
H. W. Brodie	Asst. General Passenger Agent	Winnipeg
John Corbett	General Foreign Freight Agent	Montreal
J. N. Sutherland	General Freight Agent	St. John, N.B.
S. P. Howard	General Freight Agent	Montreal
M. H. Brown	General Freight Agent	Toronto
W. B. Lanigan	General Freight Agent	Winnipeg
H. E. Macdonell	General Freight Agent	Nelson, B.C.
B. W. Greer	General Freight Agent	Vancouver
W. M. Kirkpatrick	Assistant General Freight Agent	Vancouver
W. C. Bowles	Assistant General Freight Agent	Calgary
R. H. Morris	General Baggage Agent	Montreal
C. A. Bramble	Advertising Agent	Montreal
L. O. Armstrong	Colonization and Tourist Agent	Montreal



MT. BURGESS AND EMERALD LAKE

The Edwardsburg Starch Co.

CARDINAL, - ONTARIO

LIMITED

Pioneer Concern in its Branch of Manufactures—For many years the Only Factory of its kind in the Dominion—Business Confined at First to the Production of Starches obtained from Corn—First Rice Starch and then Potato Starch added to its Products—Bi-Products Contribute Large Share to the Importance of the Industry.

This company has not only the honor of being the pioneer in the Canadian trade, but is easily the leader in the business in the Dominion. For many years it was the only factory of its kind in Canada, and even to-day controls considerably more of the trade of the Dominion than all the other factories put together.

The business of the company was founded in 1858 by the late W. T. Benson, who was the first to manufacture starch in Canada. By the year 1866 the business had grown to such an extent that it was deemed best to reorganize on a larger scale. The business was therefore incorporated and several prominent Montreal capitalists became interested, among them the late Peter Redpath, Alexander Buntin and Walter Shanly. The present head of the business is Mr. George F. Benson, son of the founder, who is President and Managing Director of the company. Mr. Wm. Strachan is Vice-President, Mr. R. Cunningham, Secretary, and Mr. Hugh McArthur, Treasurer. The members of the Directorate include such well known names as Hon. Robert Mackay, Charles R. Hosmer, William R. Miller and George Hyde.

At Cardinal the Edwardsburg Starch Company has a finely equipped plant, a large portion of it being only some four years old, as the company's works were partly

a fine water power, and one of the most complete systems of pressure water filters in the world. On an average a couple of hundred hands are employed, and the producing

from Corn. Shortly afterwards Rice Starch was added to its products, and then the company became interested as well in the manufacture of Potato Starch.

—both Wheat and Corn—enjoy a very enviable distribution.

Within recent years a large trade in Glucose, Grape Sugar and Corn Syrup has been developed, and this now constitutes a very important branch of the industry, as among the Cannery and Confectionery there is a never-ceasing demand for Glucose, and this company supplies it with its well known brand of "Crystal" Glucose. The latter branch of the business has more especially increased by rapid strides during the past few years so that the "Edwardsburg Crown Brand" table syrup has an enormous sale all over the Dominion of Canada, and for its excellence and reputation rivals the celebrated starch products of the company, so well known to the trade as "Benson's Prepared Corn," "Edwardsburg Silver Gloss" starch and "Benson's Enamel" starch. The development of the North-West has created a surprisingly large market for Corn Syrup, chiefly for the reason that it is found to be an excellent substitute for fruit in a country where it is impossible to obtain the necessary amount of the fresh article.

The Grape Sugar trade is one of the last developments, but is assuming very satisfactory proportions

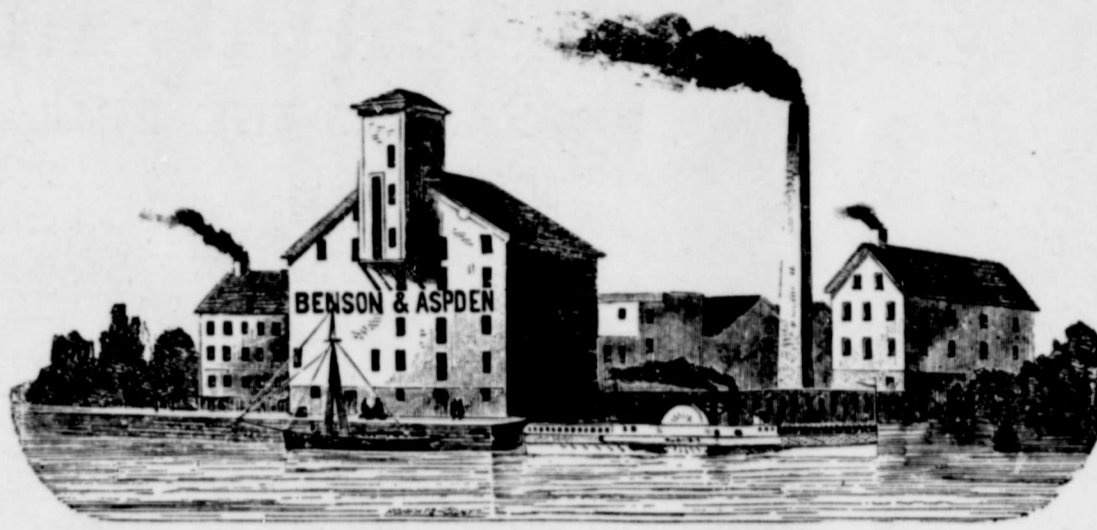
the company's make evidently finding very considerable favor with the trade.

The bi-products of the company contribute a large share to the business of the company, there being a large trade in Cattle and Poultry Feed, which are known to the trade as Gluten Meal, Gluten Feed, Corn Bran and Corn Oil Cake.

Corn Oil is also a valuable factor and is to-day taking the place of Cotton Seed and Linseed Oil in many industries.

Taken all in all the importance of the EDWARDSBURG STARCH COMPANY, LTD., as one of the leading concerns in the manufacturing life of Canada, can hardly be over-estimated, and best of all, the business has by no means reached the end of its onward career, but is growing and extending year by year.

The General Offices of the company are located in the London and Lancashire Building, Montreal, but they also have an important Branch Office at Toronto, besides several salesmen on the road, and have local agents in nearly all the large cities in the Dominion, carrying a complete and heavy line of stock at the various important centers.



THE ORIGINAL FACTORY AT CARDINAL

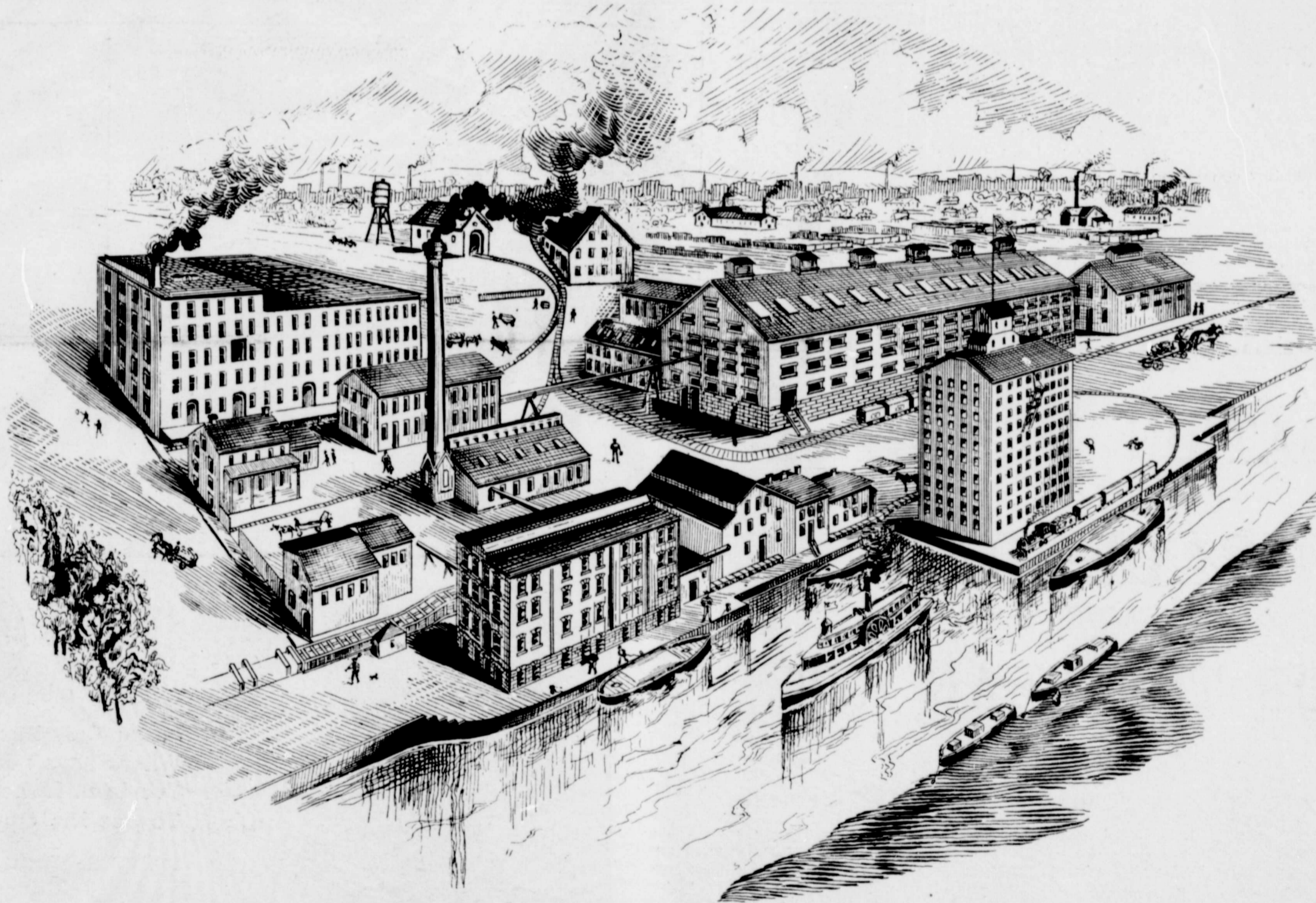
ORIGINAL PLANT OF THE BENSON COMPANY

destroyed by fire in the spring of 1900, and were rebuilt in the same summer on a very much larger scale, so that to-day they have a capacity to supply in many lines as much as the trade of Canada can consume. The company has

capacity of the works is far greater than any like concern in the Dominion.

When the business was first started it was confined entirely to the production of the various brands of Starches to be obtained

Some time ago, with the demand created by the development of the steam laundry in Canada, a complete line of the Special Laundry Starches required by this trade was manufactured, and to-day the company's steam laundry starches



PLANT OF THE EDWARDSBURG STARCH COMPANY, LIMITED, AS IT APPEARS TO-DAY

La Compagnie d'Amidon Edwardsburg, Limitee a ete la premiere a s'occuper de cette fabrication dans le Dominion du Canada et reste la plus considerable dans le monde entier, pour cette specialite. Elle existe depuis un demi siecle et confirme sa progression par suite de son administration parfaite de son administration intelligente et serieuse.

Non seulement cette Compagnie a l'honneur d'êre la plus ancienne de son espèce au Canada, mais elle est aussi et de beaucoup, celle qui fait le plus important chiffre d'affaires en ce genre, dans la Puissance. Pendant de nombreuses années, ce fut l'unique manufacture d'amidon Canadienne, et aujourd'hui encore, elle fait plus d'affaires, a elle seule, que toutes les autres manufactures concurrentes réunies.

Cette industrie fut créée en 1858 par feu W. T. Benson, qui fut le premier à manufacturer l'amidon au Canada. Dès l'année 1866, elle avait si bien prospéré qu'il devint nécessaire de réorganiser la maison de commerce sur une plus vaste échelle.

C'est alors que la compagnie fut incorporée, plusieurs des plus gros capitalistes de Montréal y étant intéressés, parmi lesquels feu Peter Redpath, Alexander

Buntin, Walter Shanly. Son chef actuel est M. George F. Benson, fils du fondateur, qui est Président et Directeur-Gérant de la Compagnie. M. William Strachan est Vice-Président, M. R. Cunningham, Secrétaire et M. Hugh McArthur, Trésorier. Parmi les membres du bureau de direction, on trouve les noms de personnalités bien connues, telles que: l'Honorable Robert McKay, Charles S. Hosmer, William R. Miller et George Hyde.

La Compagnie d'Amidon Edwardsburg possède à Cardinal un matériel magnifiquement installé, dont une quantité considérable n'a que quatre ans de service, les ateliers de la compagnie ayant été partiellement détruits par le feu, au printemps de l'année 1900. Leur reconstruction eut lieu l'été suivant et ils furent agrandis dans une proportion telle qu'ils peuvent produire aujourd'hui toute l'ami-

don nécessaire à l'approvisionnement du commerce Canadien; plusieurs centaines d'ouvriers, en moyenne, y sont employés. La Compagnie possède aussi un beau pouvoir d'eau et un système de filtres d'eau à haute pression, que l'on peut classer parmi les plus complets qui soient au monde.

Au début de ces opérations, M. W. T. Benson s'était spécialement confiné à la production des diverses qualités d'amidon qui peuvent être extraites du maïs ou blé d'inde. Peu de temps après, l'amidon de riz, puis ensuite l'amidon de pommes de terre furent ajoutés à sa production.

Depuis quelque temps, le développement de l'industrie des buanderies à vapeur nécessita la création d'une amidon spéciale utilisée par ces blanchisseries. Cette amidon, fabriquée par la Compagnie Edwardsburg, et composée de blé et de blé d'inde

mélangés est très recherchée.

Pendant les dernières années, le commerce de la Glucose, du sucre de raisin and du sirop de blé d'inde s'est considérablement développé et constitue maintenant une branche importante de l'industrie, car les confiseurs et fabricants de sirops consommant énormément de Glucose; et la Glucose "CRYSTAL" de la Compagnie d'Amidon Edwardsburg est, entre toutes, la plus appréciée. Le sirop de table connu sous le nom de "EDWARDSBURG CROWN BRAND," est, lui aussi, en grande demande sur le marché, dans toutes les parties du Canada; il rivalise maintenant, par son excellence et sa haute réputation, les meilleurs produits de cette Compagnie partout répandus, sous le nom de "BENSON PREPARED CORN, EDWARDSBURG SILVER GLASS" et "BENSON'S ENAMEL."

Le rapide développement du Nord-Ouest Canadien a créé une demande surprenante pour le sirop de blé d'inde, qui remplace, dans une large mesure, les fruits verts dont cette région est presque totalement dépourvue.

Quant au sucre de raisins, ce produit est plus récent que les autres; il jouit déjà cependant, d'une vogue qui donne de brillantes espérances pour l'avenir; il est en grande faveur dans le commerce.

Les produits accessoires (ou dérivés) de la Compagnie représentent une large part de son commerce; ils sont employés pour la nourriture des bestiaux et des volailles et sont connus dans le commerce sous le nom de "GLUTEN MEAL," "GLUTEN FEED," "CORN BRAND," et "CORN OIL CAKE."

L'huile de blé d'inde est aussi un facteur qui n'est pas à dédaigner; elle remplace dans beaucoup d'industrie l'huile de coton et l'huile de graine de lin, qui subissent sa concurrence.

Dans son ensemble, l'importance de la Compagnie d'Amidon d'Edwardsburg, comme l'un des principaux établissements industriels du Canada est souverainement reconnue et appréciée; elle n'a, du reste, pas encore atteint son apogée, mais, au contraire, progresse et augmente son chiffre d'affaires d'année en année.

Les bureaux principaux de la Compagnie sont situés à Montréal, dans l'Edifice de la Compagnie d'Assurance, "LONDON & LANCASHIRE"; il existe aussi une importante succursale à Toronto. Plusieurs voyageurs sillonnent les provinces du Canada et des agents locaux, dans presque toutes les grandes villes de la Puissance ont eu dépôt une grande quantité de marchandises usées dans les centres importants

THE MERIDEN BRITANNIA CO.,
HAMILTON, ONT.

A name that is familiar to householders all over the Dominion of Canada is the Meriden Britannia Company of Hamilton, Ont. Hundreds of Canadian homes have for a quarter of a century and more been purchasing their celebrated "Silver Plate That Wears," to use the term by which their goods are so generally described. As familiarly known, too, is their brand, "1847 Rogers Bros.," which represents all that is best in spoons, forks and cutlery generally.

The Hamilton company was established in the year 1879 as a branch factory of the parent institution of the same name which is situated in Meriden, Conn., and which has the distinction of being the largest and most extensive corporation making silverplate and solid silverware in the world.

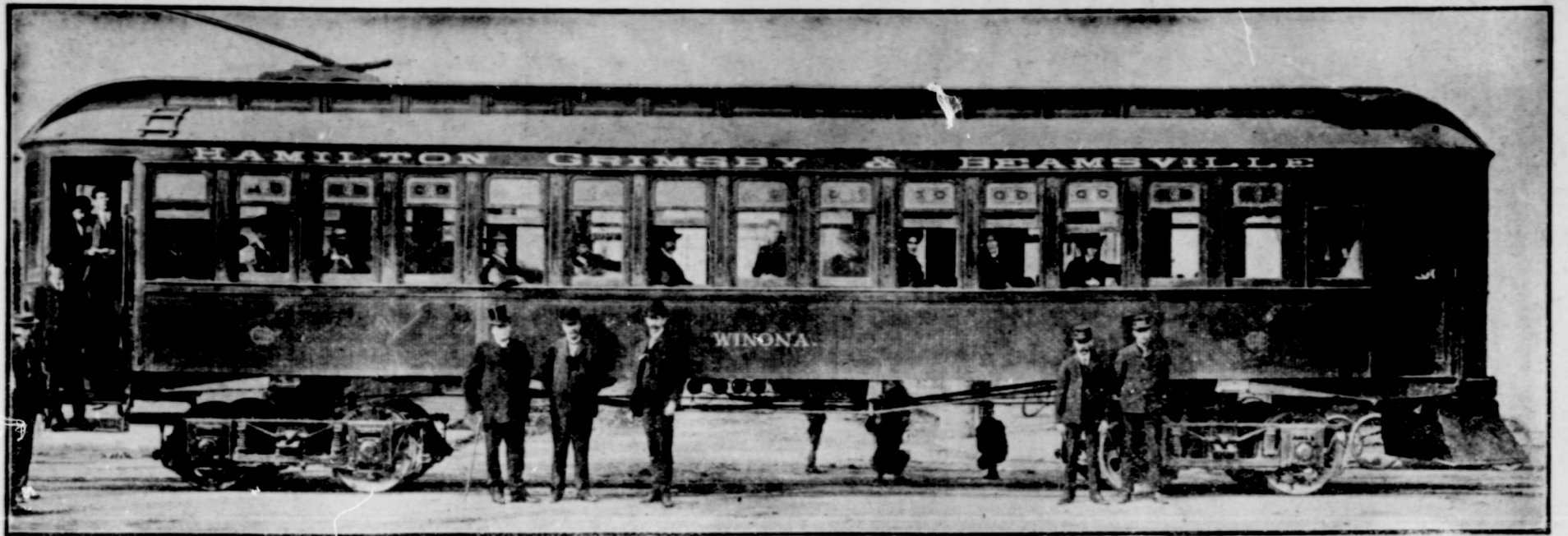
The deserved high reputation of their goods—famous for over half a century—and the record for service, have earned it the title of "Silver Plate That Wears," and have made the trade mark, "1847 Rogers Bros.," famous the world over.

Twice since 1879 has the Hamilton factory been enlarged to keep pace with their constantly-increasing business, employing at the present time over 150

skilled workmen, who, with few exceptions, are Canadians by birth, and who step by step have received thorough and careful technical training in the different departments of the business where a perfect system of promotion is adopted, assuring advancement to those who possess talent and ability.

This is an age of culture and refinement of taste, and is nowhere shown more impressively than in the workmanship displayed in this company's newest and most exclusive designs. Few people outside those directly interested in the different trades have any conception or idea of the magnitude and variety of styles and goods made by this company, covering not only the thousand and one different articles in useful table and artistic silverware of an ornamental character, but also a large and complete line of ecclesiastical goods, including chalices, patens, sanctuary lamps, ostensoriums, baptismal and water fonts, crucifixes and ciboriums.

The business at the present time, as it has been since its inception, is under the personal guidance and direction of Mr. John E. Parker, Managing Director, and Mr. J. Willard, Secretary, and to them its success is largely attributable.



A Successful Railway Roller Bearing

AS PROVEN BY THE FOLLOWING:

THE HENDERSON ROLLER BEARING MANUFACTURING CO., LIMITED,
785 King Street West, Toronto, Ont.

HAMILTON, CANADA, 27th August, 1904.

GENTLEMEN.—Re Working of Bearings on Freight Car. Your Roller Bearings have been in operation on our heaviest car since shipment of trucks to us some ten months ago, and are giving perfect satisfaction. We find on examination the condition of the Bearings is as good as when they were installed. We have placed them on our heavy freight car so as to give them the severest test possible on our system. The length of our freight car is 58 feet, weighs about 15 tons, and carries from 15 to 18 tons of freight, running over 108 miles daily.

We find that the car coasts fully one-third farther than the other cars. We have had no hot boxes since installation, and have saved 90 per cent. of the amount of oil required by the ordinary journals, while no waste is required and no time lost replacing brasses and packing, besides avoiding the drip of oil, which is so evident in the ordinary stuffbox.

Judging from results up to date the bearings will not require renewing for years. We expect to have all our heavy cars equipped as soon as possible.

Yours truly,

(Signed) HAMILTON, GRIMSBY & BRAMSVILLE ELECTRIC RY. CO.
GEO. E. WALLER, Manager.

THE GRAND VALLEY ELECTRIC R. R. have several cars already in use, and expect to equip throughout their whole system.

THE TORONTO RAILWAY CO. are now using them, and are delighted with them.

In use in scores of factories in Canada from east to west. Also on vehicles, etc.

As the present premises are overtaxed in filling orders, a site has been secured on King Street, west of Subway, where a new factory will shortly be erected.

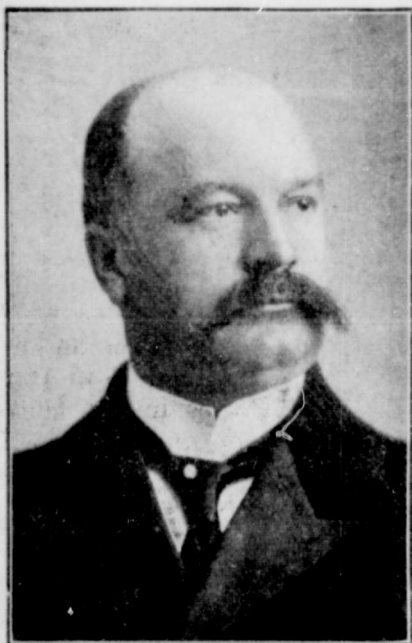
ALL BEARINGS GUARANTEED

THE HENDERSON ROLLER BEARING MANUFACTURING CO.'Y. Limited

Head Office: 403 Temple Building

TORONTO

Factory: 785 King Street West.



HON. RAYMOND FOURNIER PREFONTAINE, B.C.L., K.C.

The Hon. Raymond Fournier Prefontaine, B.C.L., K.C., Montreal, member of the Parliament of the Dominion of Canada for Maisonneuve and Minister of Marine and Fisheries, was born at Longueuil, Chambly County, Que., Sept. 16th, 1850. He is a descendant of the oldest and most honourable families in the Province of Quebec, his ancestors having settled in what was then New France in 1680. His father was the late Mr. Toussaint Fournier Prefontaine of

Longueuil, his mother's maiden name being Ursule Lamarre. The Hon. Mr. Prefontaine was educated by private tuition and at St. Mary's College and McGill University, Montreal, graduating with the degree of B.C.L. from the last named institution of learning in 1873. The same year he was called to the Bar at Montreal and entered into active practice of his profession. He soon built up a most lucrative practice at the Bar, and his present firm, known under the style of Prefontaine, Archer & Perron, has one of the largest practices in the City of Montreal. He was created a Queen's Counsel in 1893. At a very early age he became powerfully attracted to public affairs. His first appearance as a candidate for the suffrages of the electorate was in 1875, when he accepted the Liberal nomination for the Quebec Legislature in his native County of Chambly, just across the St. Lawrence from the City of Montreal. He won his first election in spite of overwhelming odds, and was making quite a mark for himself in the Legislature when defeated on coming up for re-election at the general election of 1878. When a reconstruction of the Laurier Cabinet was necessitated by the resignation of the Hon. J. Israel Tarte in November, 1903, Sir Wilfrid selected Mr. Prefontaine as a Minister, and he was sworn of the Privy Council as Minister of Marine and Fisheries November 11th.

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408 Manning Chambers,
TORONTO.

EDUCATION DEPARTMENT

CALENDAR

(IN PART)

FOR THE YEAR 1905

FEBRUARY.

1. First meeting of the High Boards and Boards of Education.

MARCH.

31. Night Schools close (session 1904-1905).

APRIL.

- 1. Returns by clerks of counties, cities, etc., of population to Department, due.
- 14. Examinations in School of Practical Science begin.
- 20. High Schools, second term, and Public and Separate Schools, close.
- 25. Annual meeting of the Ontario Educational Association at Toronto.
- 30. Notice by candidates for the High School Entrance Examination to Inspectors, due.

MAY.

- 1. High Schools, third term, and Public and Separate Schools open after Easter Holidays.
- Toronto University Examinations in Art, Law, Medicine and Agriculture, begins.
- 23. Notice by candidates for District Certificate, Junior and Senior Teachers' Examinations, University Matriculation and Commercial Specialist Examinations to Inspectors, due.
- 26. Inspectors to report number of candidates for District Certificate, Junior and Senior Teachers' University Matriculation and Commercial Specialist Examinations.
- 31. Close of Session of Ontario Normal College.

JUNE.

1. Public and Separate School Boards to appoint representatives on the High School Entrance Boards of Examiners.

9. University Commencement.

13. Senior Matriculation Examination in Arts, Toronto University, begins.

16. Provincial Normal Schools close. (Second Term).

28. High School Entrance Examination begins.

30. High, Public and Separate Schools, close.

District Certificate, Junior and Senior Teachers' and University Matriculation Examinations, and Commercial Specialist Examination, begin.

JULY.

1. Last day for establishing new High Schools by County Councils.

AUGUST.

1. Estimates from School Boards to Municipal Councils for assessment for School Purposes, due.

High School Trustees to certify to County Treasurers the amount collected from county pupils.

21. Rural, Public and Separate Schools, open.

SEPTEMBER.

1. High Schools first term, and Public and Separate Schools in cities, towns and incorporated villages, open.

5. County Model Schools open.

12. Provincial Normal Schools open. (First Term).

OCTOBER.

2. Ontario Normal College opens.

Night Schools open (session 1905-1906).

NOVEMBER.

9. KING'S BIRTHDAY.

DECEMBER.

12. County Model Schools Examination begins.

15. County Model Schools close.

Municipal Councils to pay Secretary-Treasurers of Public School Boards all sums levied and collected in township.

County Councils to pay Treasurers of High Schools.

18. Provincial Normal Schools close.

22. High Schools first term, and Public and Separate Schools close.

CHRISTMAS DAY (Monday).

New Schools and alterations of School Boundaries go into operation or take effect.

27. Annual meetings of supporters of Public and Separate Schools.

Corticelli
SPOOL SILK

Corticelli
SEWING SILK

**Pussy Cat, Pussy Cat,
Where have you been?
I've been to London
To see the Queen.**

**Pussy Cat, Pussy Cat,
What did you do there?
I took this Spool of Sewing Silk
From the Sewing Room there.**

Corticelli Sewing Silk
is used by all classes.
It is the best in the World.

Corticelli Home Needlework is a magazine that every lady should take.
Issued 4 times a year, 96 pages, beautifully illustrated, 50 cents per year. Write for sample sending 15 cents.

CORTICELLI SILK CO. LTD.
St. Johns, P. Q.

THE RAILWAY

BETWEEN

MONTREAL, QUEBEC, ST. JOHN, HALIFAX AND THE SYDNEYS

INTERCOLONIAL



ROUTE OF
CANADA'S
FAMOUS
TRAIN...

THE
MARITIME
...EXPRESS

Leaving Montreal 12.00 Noon
Daily. ✕ Except ✕ Saturday

Write for 1905 new publications to
GENERAL PASSENGER DEPT., MONCTON, N. B.

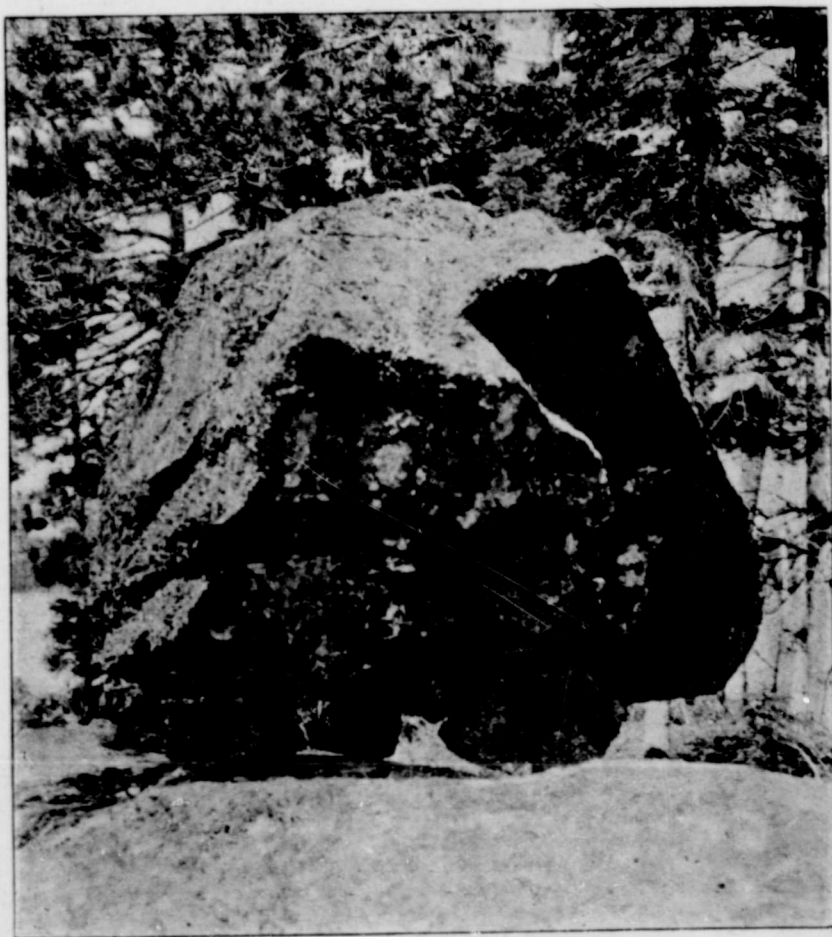
CANADA ATLANTIC RAILWAY, BETWEEN OTTAWA AND MONTREAL.

Fast Trains at Convenient Hours
ALL THREE HOUR TRAINS.

Solid Roadbed, Modern Equipment, Parlor Cars.

THROUGH CAR ROUTE

Between Ottawa and New York. Magnificent Pullman Drawing Room
Sleepers (Buffet Cars) Every Day Except Sunday.



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Summer Excursions.

New Route to Georgian Bay Resorts, via Ottawa, Canada's Picturesque
Capital, through 200 miles of lakeland, including Algonquin Park, com-
prising 2,000 square miles of highlands, lakes and rivers. Finest canoe-
ing and trout fishing in Canada. Ask nearest agent for descriptive
folder or write to

W. P. HINTON, General Passenger Agent.

AN INDUSTRY OF MAGNITUDE

How Ottawa Car Company's Operations Have Grown—Started in a Small Way,
Twelve Years Ago, and now Employs 200 Men—What the
Company Manufactures.

From small beginnings, one of the lead-
ing manufacturing establishments in Ot-
tawa has grown in twelve years to a con-
cern with 200 men on its pay roll and an
annual output of over a quarter of a
million dollars. This is the Ottawa Car
Company, Limited, the magnitude of
which is known to but few people in
Canada. The present directors are T.
Ahearn, President; W. W. Wylie, Vice-
President and Managing Director; W. Y.

tawa Car Company, formed in 1893. Cars
manufactured in its shops are to be found
from Sydney, C.B., to Vancouver, B.C.

EXTENT OF OPERATIONS.

The new company was authorized to
issue \$200,000 of stock. Half of this has
been paid in. The wages paid by the
company each year amount to \$75,000.
The operations of the company extend to
carriage building, the building of limbers

machine shop with a number two univer-
sal mill machine and shapers, tools and
cutters, grinders without number in the
departments for wood and iron working,
and in the cabinet shop. In every depart-
ment, especially in the painting and up-
holstering, skilled mechanics are required,
and these all draw a high rate of wages.

HIGHLY PRAISED.

The products of the company have been



Soper and J. D. Fraser, Secretary-Trea-
surer.

When the Ottawa Street Railway was
first built in 1891, cars were made at St.
Catharines. It was soon found that they
could be made in Ottawa just as well, and
just as profitably in the factory of Mr.
Wylie. So Messrs. Ahearn and Soper,
the promoters and builders of the Ottawa
Electric Railway, proposed to form a
joint stock company for the manufacture
and building of cars, and the big works
bounded by Albert, Kent and Slater
streets, and having 50,000 square feet in
floor space, have come into existence.

The company was organized in Septem-
ber, 1893.

Having found that better cars could be
built in Ottawa than in any other place,
the directors of the railway company,
with characteristic energy, at once began
to organize a new company for the con-
struction of cars, and joined hands with
Mr. Wylie. To-day the company is
swamped with business, although it does
no advertising, issues no catalogues, has
no travellers on the road, and has no
warehouses for the display of goods. Yet
it does business all over Canada. Such
is the success that has attended the Ot-

and gun carriages for the militia depart-
ment, and the building of cars. It turns
out upwards of 1,000 vehicles a year.
There are 120 men in the carriage depart-
ment, and sixty-five in the car manufac-
turing branch. They are busy as the busy
bee.

The company has always been solicit-
ous as to the health of its employees, and
the premises are steam heated and well
ventilated. Dust, smoke and fumes are
removed by an exhaust process of fans,
and the place is lighted by arc and in-
candescent lights. Electricity is develop-
ed on the premises by an engine of 125-
horse power.

In the blacksmithing department there
is a series of vacuum and steam hammers
that is a revelation to those not acquaint-
ed with the application of mechanical
force. A steam hammer strikes a 1,000-
pound blow. An air vacuum hammer has
500 pounds back of it. A specially con-
structed machine for putting tires on
wheels cold is operated by a 10-ton ham-
mer with eighteen hydraulic rams, the
combined pressure being over 100 tons.
This obviates the old-time heating and
cutting of tires and the process is quick
and sure. There are five lathes in the

highly praised by the department of mil-
itia. It constructs everything on wheels
required. Timbers, transport and forage
wagons, tool carts, engineers' wagons,
ambulance wagons and water carts are all
made. The attention of the carriage de-
partment is directed more to the con-
struction of heavy vehicles. Cabs, lan-
daus, vis-a-vis, omnibus and hearses are
among their products. The company also
builds all the wagons for the Dominion
and Canadian Express Companies, as well
as the wagons used in Canada for the
American Express Company.

The above cut represents a sample pro-
duct of the works of the Ottawa Car Co.
This beautiful 50-foot royal car was
specially built for the Ottawa Electric
Railway Company and was used upon the
occasion of the recent visit of His Royal
Highness the Prince and Princess of
Wales, then the Duke and Duchess of
Cornwall and York, in a tour in and
around the City of Ottawa.

The record of the Ottawa Car Company
is one of splendid achievement, and all
who know and value the advantage to
Canada of such an institution wish it
well.

NEW OCEAN PALACES WITH TURBINE ENGINES ON THE ALLAN LINE

DETAILED DESCRIPTION OF NEW STEAMER "VIRGINIAN" BY WELL-KNOWN ENGLISH NEWSPAPER

Forecast of Schedule for Spring and Summer Sailings—Comfort of Passengers Studiously Considered in Every Detail—Maximum Speed Attained and Safety placed beyond Peradventure—Rates of Passage so Reasonable that a Trip to the Old World is no longer an Expensive Luxury.

In narrating the launching of the new turbine liner "Virginian," of the Allan Line Steamship Company, Limited, The Liverpool Journal of Commerce on December 23, 1904, published the following interesting account:—

Yesterday afternoon Messrs. Alexander Stephen & Sons, Limited, launched the new turbine steamer "Virginian," 12,000 tons, which has been built at their yard at Linthouse, on the Clyde, for the Allan Line Steamship Company, Limited.

The launch of this vessel marks a further advance in the progress of the steam turbine as applied to ocean steamers, and Messrs. Allan must be congratulated on their pluck and enterprise in installing this method of propulsion in a vessel of the size and type of the "Virginian," which, with her sister ship, the "Victorian," now completing at Belfast, will be the first turbine liners to cross the Atlantic. When, over a year ago, Messrs. Allan decided on their own responsibility to take this bold step the capabilities of the turbine, as applied to large vessels, were not so firmly established as they have been of late by the extended trials of such vessels as H. M. cruiser "Amethyst," the results of which have only served to strengthen Messrs. Allan in their faith, which, it is confidently expected, will be confirmed by the trials and ocean sailings of their two new ships. Messrs. Allan have been fortunate in entrusting the building of this vessel to Messrs. Stephen, who have already had some experience in the building of turbine steamers, and who built one of the last additions to the Allan Line fleet, the twin-screw steamer "Tunisian," of 10,576 tons.

Like the "Tunisian" of 1900, the "Virginian" of 1904 is larger, faster, and in every respect an improvement on anything yet built for the Allan Line. The "Virginian's" dimensions are 540 feet length over all, 60 feet beam, and 41 feet depth. She has been constructed under the supervision of Messrs. Allan's representatives, Mr. A. M. Gordon and Mr. David Johnston, to the highest class in the British Corporation, and to the passenger requirements of both the British Board of Trade and the American laws. She has accommodation for about 1,650 passengers—470 first-class, 240 second-class, and 940 third-class. The vessel has a poop, long bridge, and forecastle, with large houses in the wells between the hatches, the tops of the poop and houses

the reception of perishable cargo, chilled beef, etc.

In the passenger space the first-class, which is amidships, has naturally the finest accommodation in the matter of sitting rooms and saloons; but in the



THE ALLAN TURBINE LINER "VIRGINIAN."

being arranged as promenades for passengers, and sheltered by boat decks, which again form promenades sheltered by awnings. On the bridge deck is a long deckhouse containing first-class state-rooms, with a wide alleyway on each side. Above is the promenade deck, with deckhouses containing the first-class music and other saloons, sheltered by the boat deck, which is itself a wide promenade, having the officers' quarters and navigating bridge at the fore end, and on each side a range of boats the full length of the deck. The boats are more than sufficient to accommodate her full complement of passengers, and a number of boats are fitted under Wells's patent quick-lowering apparatus.

The vessel is specially designed for the conveyance of the Canadian mails and passengers; no less than five decks are fitted up for the accommodation of the latter. She has also a considerable cargo space in the holds fore and aft, one of them being fitted up and refrigerated for

staterooms it is difficult to distinguish between the first and second, the fittings being equally good, and much of the accommodation being arranged so as to be available for either class, according to the particular requirements of a voyage.

All the rooms are directly lighted by large side lights, the few inside rooms having been so arranged by the builders as to admit of this, and all are comfortably fitted with Hoskin's beds, sofas, roomy wardrobes, folding lavatories, etc.

Several of the best rooms on the bridge deck are arranged so that they may be let in suites, comprising private sitting rooms, bedrooms, and private bathrooms.

The first-class dining saloon at the fore end of the bridge is arranged on the modern group system of small tables, each seated for parties of six or eight, and has accommodation for 200 persons. It is lighted by windows in the sides and front and by a lofty dome in the centre of the ceiling. The general design of the decorations is after the Georgian style—the panelling or mahogany toned to a deep rich color, relieved by bands and festoons of inlay. In the after end there are richly carved overmantel and inlaid side buffets, and elaborate doors communicating with the grand staircase—which is treated in a classic style, harmonizing with the interior. This staircase leads in two flights to the bridge deck, and thence to the promenade deck, where are situated the music room, lounge, library and smoking room. These rooms are all unusually lofty, giving a very handsome appearance.

The music room, like the dining saloon, is treated in the Georgian style, but finished in light-stained mahogany below and ivory white above, with richly-figured

brocade panels—the upholstery being made to harmonize.

The library has a simple treatment in oak—the dado turned oak, and the upper part white enamelled, with brocade panels. The decoration of the smoking room is carried out in fumed oak, treated in a classic manner with panels of inlay and artistic carvings, and the fittings generally are excellently arranged for the comfort and convenience of the passengers.

In addition to the above accommodation for adult passengers, Messrs. Allan have provided for their youthful clients in the shape of a large and airy nursery, which will doubtless prove a boon both to parents and the other passengers.

After the foregoing description of the first-class accommodation, the second-class needs very little comment, the state-rooms, as before mentioned, being exactly similar, while the arrangements for the comfort and convenience of both classes have had equally careful attention.

The second saloon, on the main deck, is

arranged to seat over 200 passengers, is well lighted in a similar manner to the first saloon, and is decorated in a classic and very pleasing style.

The main staircase leads directly out of this saloon up to a vestibule opening on to the deck, and to the lounge or auxiliary dining saloon, while above this again is the second-class music room, which is fitted in walnut and birch, the ceiling being decorated with Tynecaste canvas. The decorations throughout the saloons, etc., have been designed by Messrs. Mitchell and Whiteley, Glasgow.

In the deckhouse, immediately abaft the bridge is the second-class smoking-room, which is unusually large, and is finished in handsome oak panelling of the old linen pattern. This room may be entered direct from the deck, or from the stairs leading up from the second-class accommodation.

The lavatory accommodation of both first and second-class has been specially considered, and the best of the furnishing of each deck is complete in itself, with systems of baths and lavatories for both ladies and gentlemen, the lavatory spaces being furnished with every requisite, hot and cold water, tasteful tiling on floors and walls, and fitted generally according to the requirements of modern plumbing.

The Stewards and Cooks' Departments have been quite separate from the passenger accommodation, the pantries being supplied direct from the galley—alongside of which are the baker's shop,

bakery, sculleries, boot room, drying rooms, etc., together with numerous storerooms, including wine cellars, and a large refrigerated store for fresh provisions of all kinds. The main galley is replete with all modern and up-to-date fittings, such as large cooking range (steam ovens, grill, baker's oven, etc.), while the pantries are furnished with the usual hot presses and carving tables, steam water boilers, steam tea and coffee boilers, egg boilers, etc.

The tween decks forward and aft of the cabin passengers are fitted up with staterooms for the reception of the third-class passengers, whose requirements are well catered for, their accommodation comprising large dining spaces, with pantries alongside a special galley, and comfortably upholstered sitting-rooms and smoke-rooms (fitted in polished hardwood) both forward and aft, with ample promenade space as already mentioned. The lavatory accommodation is also very complete, and includes numerous baths, while hospitals, with a well-stocked dispensary, are provided in case of need.

The deck below is also fitted up with staterooms for the same class, but with portable bunks, so that when not required these rooms can be removed.

Every provision has been made for the severe weather sometimes experienced in the Atlantic, and the cabin accommodation is heated throughout with steam, the pipes being so arranged that each individual passenger can modify the heat to suit himself. The emigrants are kept comfortable by an installation of the

thermotank system, which combines the duties of heating and ventilation.

As is usual in modern vessels, the "Virginian" is lighted throughout by electricity, and has a complete system of electric bells and also electric fans, but a more modern invention fitted on board is the Marconi telegraph installation, enabling messages to be exchanged with telegraph stations on the coast, and thus maintaining communication with land during the greater portion of a Canadian voyage.

The turbines, which are to be supplied by the Parsons Marine Steam Turbine Company, Limited, are expected to prove of ample power to drive the vessel at a high rate of speed, although the space they occupy is considerably less than would have been required by reciprocating engines of equal power, thereby enabling a greatly improved class of accommodation on the upper decks to be provided.

Steam at high pressure will be supplied to the turbines by nine single-ended boilers fitted with water-tube furnaces, the boilers and a very complete installation of auxiliary machinery have been supplied from the engine works of the builders, Messrs. Alex. Stephen & Sons, Limited.

The "Virginian" is intended to sail on the 6th April, 1905, on her first voyage from Liverpool to Halifax and St. John, N.B., the "Victorian" preceding her on the 23rd of March. They will run regularly thereafter in the mail service of the Allan Line between Liverpool and Canadian ports.

PROPOSED SAILINGS 1905

From LIVERPOOL	STEAMERS	From MONTREAL	From QUEBEC	From LIVERPOOL	STEAMERS	From MONTREAL	From QUEBEC
Thur. 20 April	VICTORIAN	Friday 5 May 4.00 a.m.	3.00 p.m.	Thur. 27 July	BAVARIAN	Friday 11 Aug. 9.00 a.m.	10.00 a.m.
" 27 "	VICTORIAN	" 12 " 9.00 "	7.00 "	" 3 Aug.	VIRGINIAN	" 18 " 4.00 "	4.00 "
" 4 May	BAVARIAN	" 19 " 4.00 "	2.30 "	" 10 "	TUNISIAN	" 25 " 9.00 "	9.00 "
" 11 "	VIRGINIAN	" 26 " 9.00 "	7.30 "	" 17 "	VICTORIAN	" 1 Sept. 3.30 "	3.30 "
" 18 "	TUNISIAN	" 2 June 3.30 "	2.00 "	" 24 "	BAVARIAN	" 8 " 9.00 "	9.00 "
" 25 "	VICTORIAN	" 9 " 8.00 "	6.00 "	" 31 "	VIRGINIAN	" 15 " 4.30 "	3.00 "
" 1 June	BAVARIAN	" 16 " 3.00 "	2.00 "	" 7 Sept.	TUNISIAN	" 22 " 8.00 "	7.00 "
" 8 "	VIRGINIAN	" 23 " 8.00 "	6.00 "	" 14 "	VICTORIAN	" 29 " 5.00 "	4.00 "
" 15 "	TUNISIAN	" 30 " 3.00 "	2.00 "	" 21 "	BAVARIAN	" 6 Oct. 5.30 "	7.30 "
" 22 "	VICTORIAN	" 7 July 3.30 "	5.00 "	" 28 "	VIRGINIAN	" 13 " 5.30 "	12.00 "
" 29 "	BAVARIAN	" 14 " 9.00 "	11.00 "	" 5 Oct.	TUNISIAN	" 20 " 5.30 "	6.00 "
" 6 July	VIRGINIAN	" 21 " 3.30 "	5.00 "	" 12 "	VICTORIAN	" 27 " 5.30 "	12.00 "
" 13 "	TUNISIAN	" 28 " 9.00 "	10.00 "	" 19 "	BAVARIAN	" 3 Nov. 6.00 "	6.00 "
" 20 "	VICTORIAN	" 4 Aug. 4.00 "	4.00 "	" 26 "	VIRGINIAN	" 10 " 6.00 "	11.00 "
				" 2 Nov.	TUNISIAN	" 17 " 6.00 "	4.00 "

Steamers sail from Rimouski about 8 a.m. on Saturday, after arrival intercolonial trains leaving Halifax 2 p.m. and Montreal 6 p.m., Friday.

ALLAN LINE STEAMERS TO LIVERPOOL

Calling at Moville, Londonderry.

New Turbine-Engined Steamers:

VICTORIAN, 12,000 Tons. VIRGINIAN, 12,000 Tons.

And Twin-Screw Steamers:

TUNISIAN, 10,575 Tons. BAVARIAN, 10,275 Tons. IONIAN, 9,600 Tons.

The steamers are amongst the largest and finest in the Transatlantic Lines, and are equalled by none in the accommodation for all classes of passengers. The Saloons and Staterooms are amidships, where least motion is felt, and all above the main deck, thus securing perfect light and ventilation. Bilge keels have been fitted to all the steamers, which has reduced the rolling motion to the minimum. The vessels are also fitted with Marconi's system of wireless telegraphy.

Electric lights are in use throughout the ships, and the cabins have all the comforts of modern first-class hotels. Cuisine is unsurpassed.

TUNISIAN embarked mails and sailed from Rimouski Sunday, September 6, 1903, 12.25 noon; arrived at Moville and landed mails Saturday, September 12. Time of passage, after deducting difference in time, 6 days, 5 hours, 27 minutes.

BAVARIAN is a twin steamer to Tunisian (10,275 tons), made over 20 miles per hour on trial. Time of passage, Moville to Rimouski, 6 days, 3 hours, 12 minutes, the fastest on record on this course.

IONIAN—Latest addition to the fleet (9,600 tons, twin screws). Average time of this Steamer between Halifax and Moville is 7 days, 6 hours. Her record passage is 6 days, 11 hours, 30 minutes.

PARISIAN sailed from Rimouski Sunday, October 20, 1904, 10.15 a.m., and arrived at Moville Sunday, October 27, 7.30 a.m. Deducting difference in time, 4 hours, 30 minutes, the actual time of passage was 6 days, 12 hours, 50 minutes.

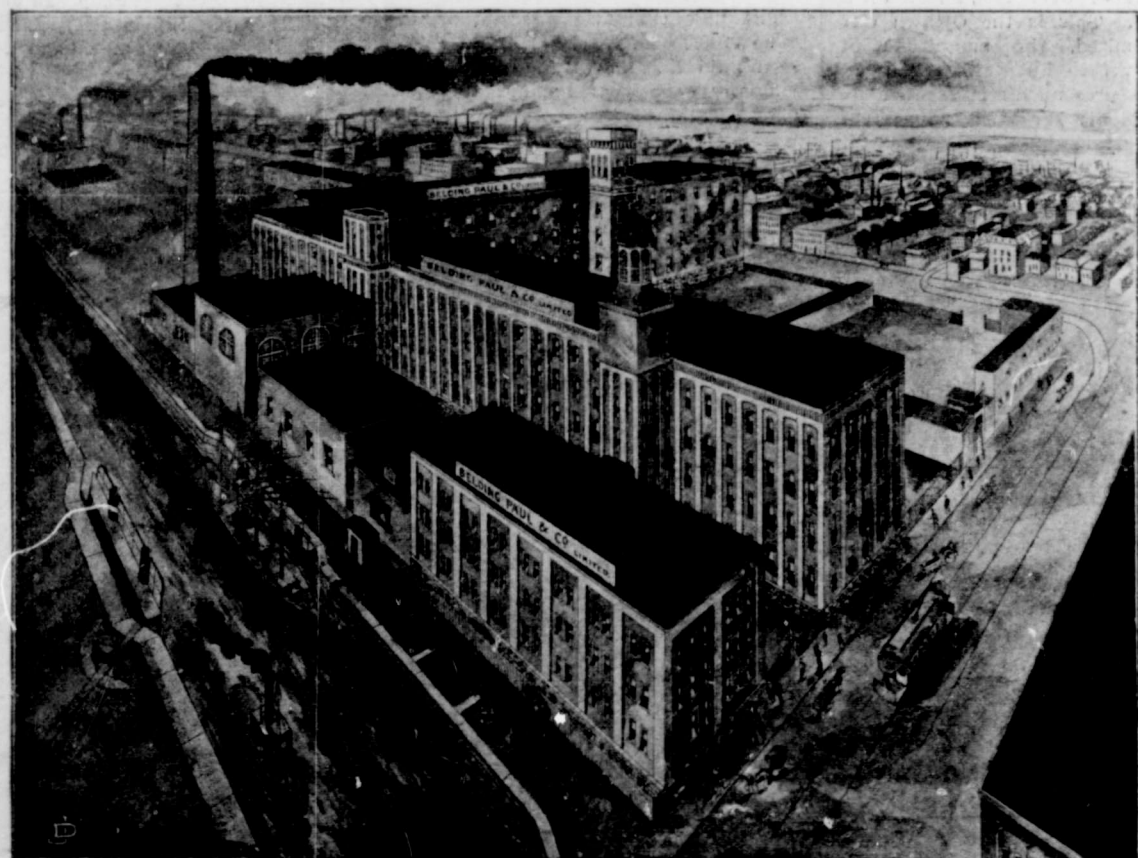
SALOON RATES—\$75 and upwards; SECOND SALOON RATES—\$40 to \$45.

For further particulars apply to any Agent of the Company.

H. BOURLIER, 77 Yonge Street, Toronto.

or H. & A. ALLAN, Montreal.

BELDING'S SEWING SILKS, MACHINE TWISTS, ART EMBROIDERIES, ETC.



Made for over a quarter of a century in Canada, and a favorite in every household from the Atlantic to the Pacific.

Made of the choicest selections of Silk and, therefore, unequalled for STRENGTH, SMOOTHNESS and ELASTICITY.

BELDING, PAUL & CO., LIMITED

MONTREAL, TORONTO, WINNIPEG, VANCOUVER.

KIDNEY DISEASE IS FAR MORE DEADLY THAN MODERN WARFARE

Killing its Thousands in all Civilized Countries.

Bright's Disease, Heart Disease, Diabetes, Dropsy, Rheumatism.

These are some of the many Painful and Deadly forms it takes.

Dodd's Kidney Pills the only Remedy that always Cures it.

Remarkable Case of Mr. Byron Cain and what it teaches.

The remarkable increase in the number of deaths from Bright's Disease and Heart Disease is attracting the attention of physicians all over the world. Scarce a paper but tells in scare headlines of some one stricken down in the midst of apparent health, and the verdict of the coroner "Heart Failure" or, in other words, Heart Disease.

And in other parts of the paper you read those short, crisp notices that tell how human beings have passed to the great beyond or that Bright's Disease has marked some prominent man for its own and that all hope has been abandoned.

The increase in the number of Kidney Disease cases—for medical men are now almost unanimously of the opinion that Bright's Disease is Kidney Disease and that Heart Disease is one of the results of Kidney Disease—is accounted for in various ways. Some charge it to a more extravagant method of living than that followed by our forefathers; others assign different reasons, while a few of the best of them simply say they can't explain it and turn their attention to its cure. And those who have studied the disease most closely readily admit that there is one simple but sure cure—Dodd's Kidney Pills.

TESTED BY TIME.

For years this simple cure has been before the Canadian people. It is the discovery of a Canadian, and, like all really good Canadian discoveries, has worn itself steadily but surely into the affections of the Canadian people till it has earned its home in almost every family from the Atlantic to the Pacific. And its record is remarkable. DODD'S KIDNEY PILLS HAVE CURED KIDNEY DISEASE IN EVERY STAGE AND FORM, AND THEY HAVE NEVER FAILED.



Mr. Byron Cain, Port Dalhousie, Ont., Cured of Bright's Disease by Dodd's Kidney Pills.

For many and varied are the stages and forms of Kidney Disease. Backache is the first or simplest form. If that is cured there is no trouble. If it is allowed to go on its way unchecked the result is Bright's Disease, Diabetes or Rheumatism. Backache unattended leads to only two things—death or torture. But if backache is treated with Dodd's Kidney Pills all will be well. DODD'S KIDNEY PILLS HAVE SAVED THE LIVES OF THOUSANDS OF CANADIANS BY CURING THEIR BACKACHE.

But that Dodd's Kidney Pills also cure when neglected kidney trouble has drifted into its most serious stages is shown by the newspapers almost every day. These tell of Bright's Disease cured by Dodd's Kidney Pills; of Diabetes cured by Dodd's Kidney Pills; of Rheumatism cured by Dodd's Kidney Pills; of the worst forms of urinary and bladder troubles cured by Dodd's Kidney Pills.

But take an example. It is only a short time since the wires carried it to all parts of Canada the story of the cure of Bright's Disease of Mr. Byron Cain of Port Dalhousie. Here is the story exactly as it was given out from Port Dalhousie, where everybody knows Mr. Cain and everybody can tell of his cure:

BYRON CAIN'S CASE.

Port Dalhousie, Ont., October 31—(Special).—Bright's Disease has again gone down before the great conqueror of all kidney diseases, Dodd's Kidney Pills. Classed as incurable by doctors, dreaded by the great mass of the people, this terrible ailment which held its victim in the clutch of death has been forced to yield at last. Dodd's Kidney Pills have met it not once, but scores of times, and every time the victory has gone to the Great Canadian Kidney Remedy. All over Canada can be found healthy, happy people who once believed that their race was run, who, fighting the dread monster, Bright's Disease, felt that daily and

hourly they were being dragged nearer to the open grave. Then Dodd's Kidney Pills came to their aid, and as every day saw health replacing the terrible symptoms they had learned to dread they raised their voices in glad praise of Dodd's Kidney Pills.

SUFFERED FIVE YEARS.

And among the scores of Canadians rescued from the grip of Bright's Disease, none express more heartfelt gratitude than Mr. Byron Cain, a driver at the rubber works here. He never tires of telling how Dodd's Kidney Pills saved him from death when after five years' of suffering his Kidney Disease had developed into Bright's Disease. But Mr. Cain's story is best told in his own words: "I want to thank Dodd's Kidney Pills," he says, "for providentially saving my life and restoring my health, when I was about to be added to the long list of victims of Bright's Disease."

"Previous to 1890 I was for five years a great sufferer from Lumbago and symptoms of graver Kidney Trouble. I was losing flesh and had spells of cold, weakening sweats. I was greatly troubled with constipation and headache, and was for some time unable to rise from a sitting posture. I was totally unfit for anything."

"I took doctor's medicine, but it brought me no benefit, and, although I tried liniments of almost every description, they gave me little relief and no permanent good."

FOUND THE CURE.

"Finally Dodd's Kidney Pills were brought to me. After using the second box I saw enough good results to encourage me in continuing their use. After using eight boxes I was feeling better than I had in twenty years. "I have been able to attend to my daily work ever since, and to-day I can say that I am completely cured. I would not take all the money in the world and go back to my former condition. Dodd's Kidney Pills cured me. They cured me to stay cured, and I can only say that they are a golden remedy, yes, better than gold."

In a little place like Port Dalhousie, where everybody knows everybody else, it is easy to find people who know all about Byron Cain and his cure. And there is no discordant voice among them. All agree that the cure was wonderful and that Dodd's Kidney Pills are the Kidney Remedy of the age. Mr. Cain's case is not an isolated one. Daily the press tells of similar cures. There is scarcely a neighborhood in Canada but has its own evidence of the great work Dodd's Kidney Pills have done and are still doing. Here it is a case of Bright's Disease cured; there it is a man or woman rescued from a life of torture—for Dodd's Kidney Pills have proved to the world that the cure is a result of diseased kidneys and that the one way to cure it is to cure the kidneys. And so it is among the hills and valleys of the Maritimes, the grain fields of Ontario or the prairies of the west, everywhere Dodd's Kidney Pills are known. They have made their reputation by solid work. They have cured, and the cured are singing their praises. That's why Dodd's Kidney Pills are known as Dodd's Own Kidney Remedy.