

\$20,000.

W. H. WILLIAMS, 10 VICTORIA ST.

TWENTY-FIFTH YEAR

TWELVE PAGES—SATURDAY MORNING JANUARY 16 1904—TWELVE PAGES

PATENTS

ONE CENT

WITH NO BUSINESS READY LEGISLATURE TAKES REST

Speech From the Throne Moved and Seconded in Exceptionally Able Addresses.

It was agreed between the leaders on both sides of the House yesterday that they should defer their speeches on the address until Monday.

The mover of the address acquitted himself with credit. It was his maiden effort. He is deliberate, effective, giving one the impression of forensic training.

He had just got thru a by-election in New Ontario. Mr. Smith informed the House in his opening sentences.

Disposal of Timber Wealth. The government was disposing of the timber wealth in the most judicious manner.

Must Remove Surtax. (Canadian Associated Press Cable.) London, Jan. 15.—The Post's Berlin correspondent wires that the German government is being strongly urged.

Goals For Free Trade. London, Jan. 15.—The by-election in Norwich for a successor to the late Sir Henry Bullard, resulted in the free traders gaining the seat.

Persian Lamb Jackets. done is there anything more absolutely stylish and comfortable in the garment line than a Persian Lamb Jacket?

MILDER. Meteorological Office, Toronto, Jan. 15.—8 p.m.—Light snow has occurred today in the Lake Superior region.

Lower Lakes and Georgian Bay. Fresh to strong southerly, gradually shifting to westerly and northerly.

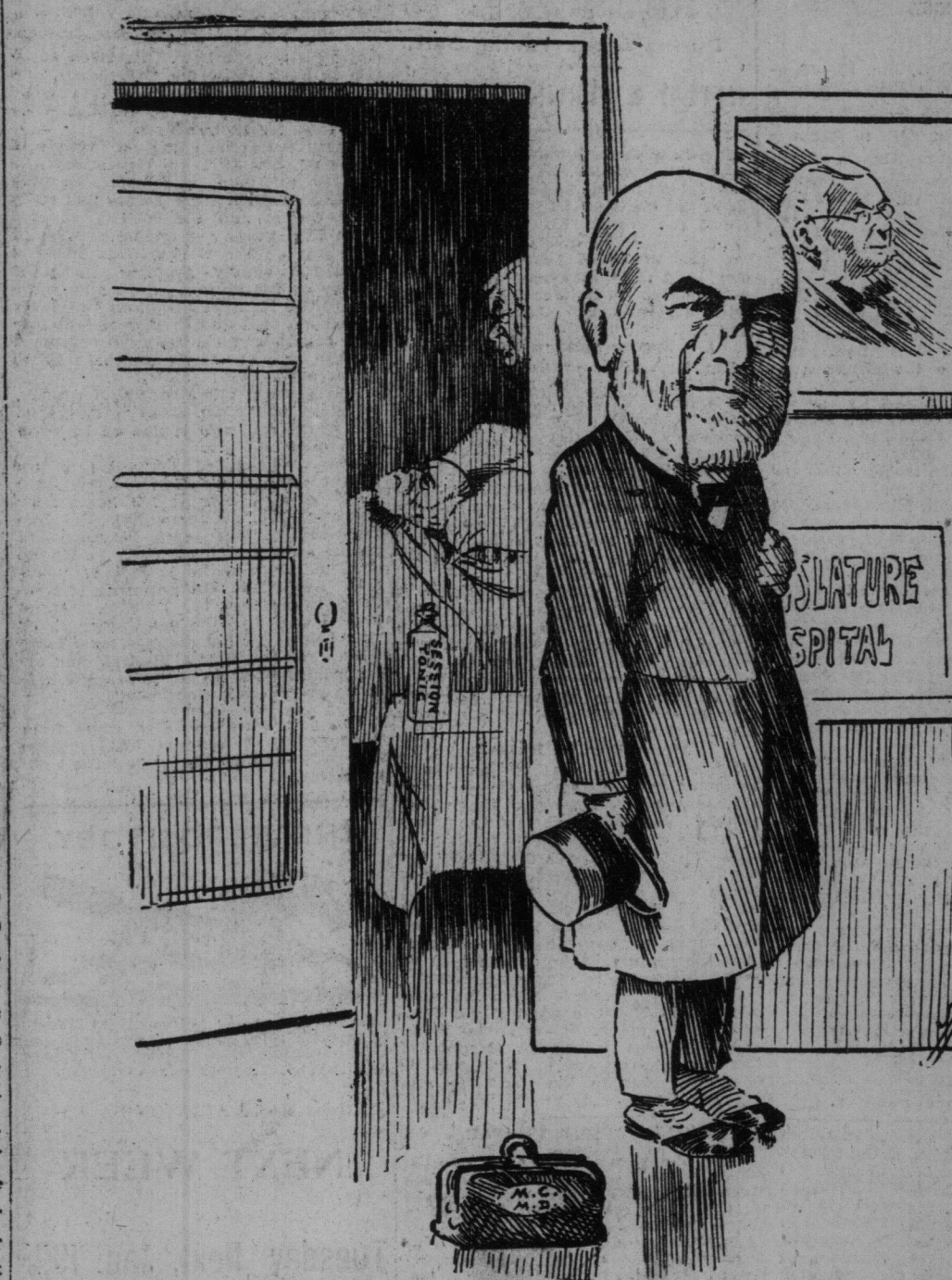
ProBABILITIES. Ontario and Upper St. Lawrence—Fair to cloudy, with light snowfalls towards evening.

WALSH—At her late residence, 65 Gloucester-st., on Jan. 14, 1904, Ann, beloved wife of James Walsh, in her 73rd year.

Funeral on Monday, the 15th inst., at 9 a.m., to St. Patrick's Church, thence to St. Michael's Cemetery, Inquest in p.m.

STAMPSHIP MOVEMENTS. Jan. 15. At New York—Liverpool, Canada, New York, Bremen, Copenhagen, Stockholm, Hamburg, Portland, Philadelphia, Quebec.

MAY EXTEND HIS LIFE A FEW DAYS LONGER.



DR. MORTIMER CLARK: They are severely critical of my treatment of the case, but I merely agreed to his being brought to the hospital. The case is hopeless.

LET NO GUILTY MAN ESCAPE.

The World was usual was first to get the news of the sensational developments in the ballot inspection at the City Hall.

Motives have been attributed to The World, but these are entirely unfounded. The World was actuated by neither friendship nor hostility to any individual or any party.

The scrutiny which has been instituted will do much to discourage a practice that has long been the bane of Canadian politics.

BAU FIRE AT CALGARY.

Damage to the extent of \$200,000. Done Yesterday Morning.

Winnipeg, Jan. 15.—The most disastrous fire in Calgary's history broke out at 1 o'clock this morning.

INTERNATIONAL LAW PREVENTS.

Application Made for Arrest of Captain of Clallam and Others.

Victoria, B.C., Jan. 15.—Application was made today at the coroner's inquest into the Clallam disaster.

BOY KILLED BY A BEAR.

Ponoka, N.W.T., Jan. 15.—An Indian boy was hurt by a few days ago when he discovered two bears in a hole.

Fresh Strawberries, Tomatoes and Cucumbers, Wellwood, Phone 821.

EASTON SURELY INSANE.

Brantford, Jan. 15.—The case of J. Easton, the insane Dowdite, was heard today before Justice of the Peace Lethbridge.

KEEPIK VANQUES OUT.

Bellinham, Wash., Jan. 15.—The British Columbia government is succeeding in its efforts to keep American mill owners from obtaining their log supply from the British side of Puget Sound.

UNCONFIRMED REPORT.

London, Jan. 15.—A statement published by The Evening Star that King Edward is suffering from an affection of the throat is based on an unconfirmed report that His Majesty had consulted a local physician because of a trivial ailment during his recent visit to Chatsworth.

TO-DAY IN TORONTO.

Missionary Conference, Victoria Col. Her, 9:30 a.m., 2:30 p.m. Miss. 11:30 a.m. Dr. Hagan, Organist at Conservatory of Music, 11:30 a.m.

WORLD'S SENSATIONS IN MUNICIPAL POLICES

Pluggers Were at Work in No. 9, Fourth Ward, Where Samuel Thompson Presided.

WILLIAM BURNS AND HIS VOTES

How can an enquiry into the irregularities in connection with the recent municipal elections be effected? The law provides a way.

"In case the council of any municipality at any time passes a resolution requesting the judge of the county court of the county in which the municipality is situated to investigate any matter to be mentioned in the resolution, and relating to a supposed malfeasance, breach of trust or other misconduct on the part of any member of the council, officer or servant of the corporation, or of any person having a contract therewith, in relation to the duties or obligations of the member, officer or other person to the municipality, or in case the council of any municipality sees fit to cause enquiry to be made into or concerning any matter connected with the good government of the municipality, or the conduct of any part of the public business thereof, and passes a resolution requesting the county judge to make the enquiry, the judge shall enquire into the same, and shall for that purpose have all the powers which may be conferred upon commissioners under the act respecting enquiries concerning public matters."

ENQUIRY BY COUNTY JUDGE.

Corporation Counsel Fullerton was seen in connection with the allegations against Ald. Burns.

HEAVY PENALTY POSSIBLE FOR APPLYING FOR BALLOT

City Counsel Fullerton Elucidates Law Regarding Offence Charged Against Mr. Burns.

"I am not going to advise you as to what anyone should do or not do," said Mr. Fullerton. "That is no part of my duty."

The World explained that the information sought was in regard to the authority under which any contemplated action should proceed, and Mr. Fullerton spoke very fully and freely.

"Under Section 10 of the act the Council may pass a resolution calling for an investigation. No special officer has jurisdiction, and the Council appears to be the proper party to act. If it is anything in the nature of a criminal matter, you will find it in the second part of the section. It is a criminal offence, and then the County Crown Attorney or the Attorney-General should take the matter in hand."

"The act provides that if anyone applies for a ballot, he is liable to a fine of \$100, or to imprisonment for six months, or to both."

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SESSION IN MARCH.

Ottawa, Jan. 15.—(Special.)—The cabinet held a protracted meeting today, but of importance. It is definitely settled that there will be another session of the house before an election.

Pluggers Were at Work in No. 9, Fourth Ward, Where Samuel Thompson Presided.

WILLIAM BURNS AND HIS VOTES

William Burns.

The announcement in The World yesterday that a candidate for the Board of Control had voted three times on controllers' ballots in three different polling divisions created a sensation at City Hall.

This sensation was intensified when it became known that the poll books threw suspicion on ex-Mr. William Burns, a man who has been long and favorably known in connection with municipal government in Toronto.

The poll books show that Mr. Burns voted on controllers' ballots in three different polling divisions, and that in further violation of the law he voted twice on aldermanic tickets in one ward.

Mr. Burns states that the suspiciousness expressed by the poll books was unfounded, that he voted only once on a controllers' ballot and that he did not vote twice for aldermen in Ward One.

The contrast between the revelations of the poll book and the statements of ex-Ald. William Burns is so conspicuous as to require a thorough inquiry. It is clear that if Mr. Burns voted on the poll books he was falsified. If, on the other hand, the poll books are accurate, Mr. Burns brought his face to view with the charge of misrepresentation of his actions on polling day.

Mr. Burns declines to believe that the suspiciousness which are so strong against him was not the result of the scrutiny of ballots and the taking of evidence. He points out that Mr. Burns was sure, or at least felt sure, that he had not voted twice for aldermen in Ward One.

Mr. Burns' denial adds force to this theory, and in consequence the scrutiny at City Hall that a full and searching enquiry must be made to find out whether Mr. Burns has committed a crime against the Election Act, or whether he is the innocent victim of a falsified poll book.

The situation at the City Hall does not end with the allegations that have been made against ex-Ald. William Burns. The sudden collapse of the election proceedings yesterday morning have given rise to a large number of rumors in effect that the election was an understanding between the two parties for the suppression of all facts in connection with the inspection and recount. It is argued that the proceedings instituted by Mr. Slattery were conducted in a half-hearted way.

Mr. Slattery insists that he developed all the facts which were necessary to his case and that there was no element of unfairness in the conditions which brought the inspection to an abrupt conclusion yesterday morning.

It is being charged, on the other hand, that plugging and persuasion took place in certain polling divisions of Ward 4 where Controller Richardson polled an abnormal majority. In the polling subdivision No. 9 in Ward 4, Controller Richardson polled a vote far in excess of his strength in other divisions in that ward, and from this it is argued that there must have been irregularities in this polling division.

It is freely admitted that the supplementary poll books revealed that William Burns is concerned, and the extraordinary character of the vote in polling division No. 9 of Ward 4 can be cleared away only by a close and thorough scrutiny of the ballots. There is no middle way for the amelioration of the situation, which to-day is giving the citizens of Toronto so much concern.

City Clerk Notified. City Clerk Littlejohn was informed yesterday that ex-Ald. William Burns had voted more than once for the Board of Control, and a scrutiny of the poll books revealed the fact that he was recorded as having voted as follows:

Ward 4, polling subdivision No. 8—Voted for Board of Control, aldermen and sanitation question. William Burns, 105 Richmond-st., and is on the voters' list for polling subdivision No. 8, in Ward 4.

Ward 2, polling subdivision No. 7—Voted as tenant for 105 Richmond-street for Board of Control.

Ward 2, polling subdivision No. 1—Voted as freeholder on 19 Eglar-avenue for Board of Control, aldermen and sanitation question.

Ward 1, polling subdivision No. 2a—Voted for aldermen and sanitation question and at polling subdivision No. 2a voted for alderman.

Mr. Littlejohn notified the Mayor.

William Burns resides at 246 Simcoe-st., and is on the voters' list for polling subdivision No. 8, in Ward 4.

Ward 9, polling subdivision No. 9—Voted as tenant for 105 Richmond-street, where Mr. Burns admitted that he voted for Board of Control, aldermen and sanitation.

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The Toronto World

NO. 45 TONGUE STREET, TORONTO. Daily World, in advance, 25 cents per week...

speakership of the House of Commons. Mr. Broderick certainly leaves the chair none the worse of his sojourn in it.

We hope to see the respect for the speakership upheld, even to see it grow, and it is therefore incumbent on Sir Wilfrid Laurier to make the best possible selection of a competent successor to Mr. Broderick.

REGULATE THE WIRES. There are many poolrooms in the City of New York and various states of the Union that are a menace to society.

It is alleged that the ballot boxes can be tampered with, and by all means let them be tampered with.

It is said that the Lieutenant-Governor in delivering the speech from the throne was guided by copious notes.

With memories of the West Elgin ballots still fresh in its mind, the Globe fondly hopes that those poll books and ballots are housed in asbestos boxes.

The Laurier government's difficulty in deciding the question of holding an election, shows what a great chess player it would make.

A few days ago the Globe said the report that Mr. Speaker Broderick was to be made Minister of Inland Revenue was laughed at in Ottawa.

At a cost of \$22,000,000, a large canal will be built, with 32 locks, in the St. Lawrence valley.

At the annual meeting of the Ontario Association of Teachers, held in the Cumberland Hall, the hall was crowded.

Not Yet Decided. D. R. Ross of Ennals, prohibitionist candidate in North Oxford, stated last night that there were no developments.

NOT THE SLIGHTEST DANGER. In using Dr. Hamilton's Pills of Man- drake and Castoreum for constipation or piles, highly recommended by prominent physicians.

AN OFFICE OF GREAT DIGNITY. Speaker Broderick, or rather the new Minister of Inland Revenue, as we must now know him, is both dignified and affable.

St. Lawrence Hall. Rates \$2.50 per day. Most of the best of the city are located here.

T. EATON CO. LIMITED. EARLY CLOSING REFORM—STORE CLOSING DAILY AT 5 P.M.

WHY WILL BE THE GOODS DAY. Men's and Boys' Whitewear

Men's and Boys' 4-ply Collars; round and square corners; full width; sizes 9 1/2 to 11 1/2; January Sale, per pair... 10

Men's 4-ply Imported Linen Cuffs; double-end link shape; sizes 9 to 11 inch; January Sale... 17

Men's Fine White Unlaundered Shirts; open back; linen bosom and cuffs and bands; doublestitched seams; strong cotton; reinforced front; some of these are slightly soiled; regular 35c... 29

Men's Ullsters. Men's Ullsters; dark grey; best quality Harris and Imported Irish Friezes; extra heavy weight; fancy worsted body linings; sizes 34 to 40; regular \$10.50 and \$15.00; Monday 7.50

Men's Reefers. Men's Heavy Reefers; storm and velvet collars; blue and black beavers and blue naps; Italian lining; coats have sold all season at \$7.50 and \$8.00; sizes 34 to 40 and 44; Monday 3.98

Men's Laced Boots. Men's Heavy Working Laced Boots; suitable for teamsters, foundrymen and farmers; with plain toes; sizes 6 to 10; our regular price 90c; Monday, 12.15 noon, at per pair... 50

Boys' Reefers. Boys' Reefers, with velvet collars; neat and dressy; all-wool Oxford cheviot; sizes 22 to 28; regular \$3.50 to \$4.50; Monday... 1.90

Stick Pins, Regular \$1 to \$1.50 Monday 69 Cents

WESTERN RAILROAD MAN. HAYES AND G.T.P.

Horace G. Burt, Late President of Union Pacific, Said to Be Slated.

Apparently the construction of the Grand Trunk Pacific is to be pushed this spring, and an outside man will be at the head of the work.

It will be remembered that Mr. Burt had been the same trouble with E. H. Harriman that Mr. Burt had when he was president of the Southern Pacific.

It is no secret in Canadian railroad circles that Hayes and Burt are old friends. When the former was with the Southern Pacific the latter assumed charge of the Union Pacific.

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PRaise FOR PROTECTION BY JOSEPH CHAMBERLAIN

Great Part of Population of Great Britain on Verge of Hunger and Distress.

London, Jan. 15.—Joseph Chamberlain presided at the first meeting of the tariff commission which assembled here this afternoon.

The United States under protection has reached prosperity, and the world, in general, is suffering from the effects of the tariff.

Mr. Chamberlain said that the objection of the commission was not to formulate tariff laws, but to investigate and inquire with open mind.

On the conclusion of Mr. Chamberlain's speech the commission discussed a general method of procedure.

A General Purpose Committee was then appointed, and includes among its members Charles Booth, Sir Vincent Callard, Frederick L. Harris, M.P., Sir Alexander Henderson, Sir Robert Herbert, Sir Alfred Jones and Alfred Mosely.

Future meetings of the committee will be held Wednesday and Thursday of each week.

Mayor Fisher has called a special meeting of the Town Council for Monday night to discuss the subjects to be included in a special bill to be presented to this session of the legislature.

Worshipful Master D. Robertson and other members of the L.O.L. 404, met in fraternal visit to Eglinton L.O.L. on Thursday night.

The annual entertainment of the Sunday school children of the Leaside Episcopal Mission was held last night. Rev. T. W. Patterson, the rector, distributed the prizes won by the scholars.

John Willis, a former resident of Deer Park, is spending a short holiday with Mrs. Willis at her home in Scarborough. Mr. Willis is now living near Pittsburg, and is managing one of the largest glass factories in the States.

Division court will be held in Richmond Hill today.

On Tuesday evening the Richmond Hill curlers will journey to Toronto to play the district club match in the Granite rink.

On Tuesday evening the W.C.T.U. of the district will hold a social at the home of Mrs. J. H. Sanderson at 7:30 p.m.

The following have been elected officers of the Standard Beer Ring in this village: President, James Baker; secretary, Frederick J. Keenan; treasurer, W. J. Lewis; secretary, F. C. Roberts.

On the annual meeting of the Public Library will be held on Monday evening next during 1903 the number of births was 23, deaths 20 and marriages 15.

Balm Beach. At the second annual meeting of the Balm Beach fire brigade in the Standard fire hall the following officers were elected for the coming year: Deputy chief, W. J. Gardiner; first lieutenant, James Keenan; second lieutenant, W. J. Lewis; secretary, F. C. Roberts.

Batonville. The annual county meeting of the L.O.L. for this district of East York, which was to be held at Brown's Corners, was held at the home of Mr. J. H. Scott, on account of lack of accommodation.

TOLD IN A FEW LINES. New York, Jan. 14.—Charles A. Alden, formerly a minister and later secretary of the New York City Board of Education, was sentenced today to an indeterminate term of from one to five years for embezzling \$4000 money deposited with the board for the payment of alimony.

Waterbury, N.Y.—Chinese Inspector Joseph Wright of House's Point, and a freight collision near Rouse's Point. Inspector Wright was on the train watching for Chinamen crossing the border.

Johnstown, Pa.—The purchase of the Beech Creek Coal and Coke Company by the Pennsylvania Company is consummated. It is believed that in a short time there will be a general consolidation of the soft coal interests in the Central Pennsylvania fields.

Chicago, Jan. 15.—The "livery drivers" strike was settled this afternoon, the employees securing a "closed shop" agreement and arbitration of the issue as to an advance in wages.

North American

has been the Banner Year in the history of the North American

The amount of new general policies issued was greater than that of any previous year, while the total cash income also shows a handsome increase.

The safe character of all of the Company's assets, and the substantial addition made to the Net Surplus, uphold its motto, "Solid as the Continent."

If you are looking for a strong company, showing excellent profit results, with which to insure, the North American

has claims which would pay you in a moment.

Home Office, TORONTO, ONT. J. L. Blalock, A.L.A., P.C.A., L. Goldstein, A.L.A., P.C.A., Managing Director.

The Mid-Winter Sale has caused remarkable activity in trunks and leather goods, but we still have too much stock for this time of the year.

TRUNKS. Steel bound Trunks, with steel straps, sheet steel bottom, brass lock, deep tray with compartments, two on a strap, regular price \$5.00, sale 3.69

CLUB BAGS. Real Cowhide Leather Club Bag, size 18 inches, regular \$1.75, for \$1.19

Real Cowhide Leather Club Bag, size 15 inches, regular \$1.25, for 90c

Real Cowhide Leather Club Bag, size 12 inches, regular \$1.00, for 75c

Real Cowhide Leather Club Bag, size 10 inches, regular \$1.00, for 75c

Real Cowhide Leather Club Bag, size 8 inches, regular \$1.00, for 75c

Real Cowhide Leather Club Bag, size 6 inches, regular \$1.00, for 75c

Real Cowhide Leather Club Bag, size 4 inches, regular \$1.00, for 75c

Real Cowhide Leather Club Bag, size 2 inches, regular \$1.00, for 75c

Real Cowhide Leather Club Bag, size 1 inch, regular \$1.00, for 75c

Real Cowhide Leather Club Bag, size 1/2 inch, regular \$1.00, for 75c

Real Cowhide Leather Club Bag, size 1/4 inch, regular \$1.00, for 75c

Real Cowhide Leather Club Bag, size 1/8 inch, regular \$1.00, for 75c

Real Cowhide Leather Club Bag, size 1/16 inch, regular \$1.00, for 75c

Real Cowhide Leather Club Bag, size 1/32 inch, regular \$1.00, for 75c

TO CURE GRIP IN TWO DAYS. Laxative Bromo-Quinine removes the cause. Call for the full name, 25 cents.

Private. For the month of January, 1904, the total number of births was 23, deaths 20 and marriages 15.







# PORT SIMPSON

## Official Report on the Capacity of the Harbor and its Suitability as a Terminus for a Trans-Continental Railway.

### The Railway Must Terminate at Port Simpson, as There is No Other Sea Port Eligible--Port Essington and Wark Channel Not Suitable.

Capt. Brundige, an Expert, Pronounces it Equal to the Finest Harbors in the United Kingdom--Mr. H. J. Cambie, Chief Engineer C. P. R. Pacific Division, Makes Favorable Report on Harbor and Skeena River Route.

In 1870 the Dominion Government was in doubt whether to adopt a southern or northern route through British Columbia for the Canadian Pacific Railway, and in order to be in a position to decide intelligently, Sir Sandford Fleming, then chief engineer of the Canadian Pacific Railway (which was being constructed by the Government of Canada), was instructed to send a party of engineers to examine Port Simpson and the route eastward via the Peace River and Pine River passes through the Rocky Mountains. The instructions of these engineers, their reports, etc., were published by the Dominion Government in book form in 1880 and form very interesting reading, giving, as they do, detailed information about the topography, soil and climate of Northern British Columbia, and of the Peace River and Edmonton districts, now proposed to be traversed by the Grand Trunk Pacific and Trans-Canada Railway from Quebec to Port Simpson. In his introduction to these reports Sir Sandford Fleming, on page 6, says:

"The objects of the examination were to discover the most favorable route from the coast to the Peace River District, on the eastern side of the mountains, and thence to the line already located near Edmonton; to gain full information with regard to Port Simpson, its advantages and disadvantages as a harbor; to verify the reports as to Wark Inlet being navigable by ocean sailing ships; to ascertain how far the country lying between the head of that sheet of water and the River Skeena and the Valley of the Skeena itself were suitable for a railway line; and to obtain such definite information respecting the nature of a portion of the line accessible to steamers from the ocean, as would admit of a contract for construction being at once let, in the event of a northern route being chosen.

"This examination really involved the determination of the problem whether the choice of the Burrard Inlet route should be sustained or abandoned; and if construction should be immediately commenced on the southern or on a northern line.

"The service was consequently one of importance. The instructions to the officers selected, together with their reports, are given in full in the appendix."

#### MR. CAMBIE'S REPORT

Mr. H. J. Cambie, now chief engineer of the C. P. R. Pacific Division, was chief of the party of engineers employed to make the examination, and the following extracts are taken from his interesting report, made to Sir Sandford Fleming, under date of New Westminster, January 20, 1880, on pages 38, 39, 40 and 55:

Sir,—I have the honor to submit the following report on the survey and explorations made, during the Summer of 1879, to determine if a northern route could be found by Peace River and the River Skeena, or any of their tributaries to Port Simpson on the coast of British Columbia.

Messrs. Macleod, Keefer, Gordon and myself left Ottawa on May 12th and reached Victoria, British Columbia, on the 24th. Dr. G. M. Dawson of the Geological Survey, and Mr. Horetzky, having joined us at San Francisco on the 19th.

We spent ten days in Victoria making preparations, and on June 3rd sailed northward in the Hudson Bay Company's steamer "Princess Louise."

The men and supplies were landed at Port Essington on the 5th and the steamer was then placed at our disposal for the examination of Port Simpson and the Wark Inlet.

We proceeded the same evening to Metlakatlah, where we had the advice and assistance of Mr. Duncan, the Church of England missionary, in engaging Indians with their canoes to take us up the Skeena, where we anchored for the night.

METLAKATLAH.

This is a poor harbor for large vessels, the channel being narrow and tortuous, and the inner part is so small as to afford but a very limited amount of accommodation. It is, however, admirably adapted for the use of canoes, as it is connected with a number of land-locked channels by which the Skeena River can be reached without facing the open sea.

The following morning we got under way about 3 a.m., and passing northward between Finlayson Island and the mainland, entered Port Simpson by the channel to the eastward of the island known as Harbor Reef. We remained in the harbor for about two hours and, the tide being out, had an opportunity of observing that, within the dotted circle marked on the charts around Harbor Reef, and which is there shown as being largely composed of kelp, the greater part was left bare at low water. By inspecting the chart it will be seen that within the southern part of the harbor, protected by this reef from the ocean swell, there is an area of about one-half mile by two. In the northern part there is a well-sheltered bay inside Birnie Island, about three-quarters of a mile square. These, with the land-locked bay east of Finlayson's Island, afford about five miles of water frontage on the mainland, besides a large extent on the surrounding islands.

The islands and reefs which inclose the harbor being low, vessels would not be protected from wind should it blow a gale from the west. This, in the case of small sloops, such as those which now trade along the coast, might cause inconvenience, but large vessels may be considered safe when in calm water, and westerly winds are not the prevailing ones in the winter when gales most frequently occur.

The shores of Port Simpson rise gently from the water's edge and are well adapted for the site of a city.

There is much rain in summer and frequent snow storms occur in winter, but the snow seldom lies on the ground for more than a few days.

Were suitable lighthouses and fog-signals erected on some of the northern points of Queen Charlotte Islands and southern points of Alaska, as well as on other rocks and points near the harbor, it seems to me that Port Simpson would be in every way suited for the terminus of the Canadian Pacific Railway.

In this opinion I am partially borne out by Commander Pender, the naval officer who conducted the survey of that part of the coast. See the report of 1877, page 295, where, in reply to question 25, he describes Port Simpson as the "finest harbor north of Beaver Harbor in Vancouver Island."

On page 297, of the same report, in reply to question 28, Admiral Cochrane mentions that "little or no difference was found in the temperature of the sea at that latitude (Port Simpson) and at Vancouver," and mentions this fact amongst others to show that the climate is tempered by ocean currents.

We left Port Simpson by the Inakip passage, which is a magnificent entrance, being about half a mile wide and free from strong currents or obstructions of any kind, and steamed around to Wark Inlet.

WARK INLET.

A nautical survey of the coast of Northern British Columbia was made by Commander Pender, and no doubt the entrance is correctly placed on the Admiralty Charts, but the channel itself has not been surveyed, and is incorrectly sketched on the charts. Point Wales is situated opposite the entrance and would appear from the

chart to be only about three and a half miles distant, while in reality it is little, if anything, short of eight miles distant. This is a matter of some importance, for it is the southern extremity of Alaska, and were it as close as shown, a battery placed there by the Government of the United States could prevent vessels entering or leaving Wark Inlet.

Wark Inlet is easily approached, there being plenty of seamark; the entrance is 1,500 or 2,000 feet wide; a mile farther in, it narrows to about 1,000 feet, but soon opens out again, and then averages one mile in width all the way to its head.

There is an 18 feet rise and fall of tide, which causes a swift current in the narrow entrance; but we saw no sign of eddies, though we passed through at about three-quarter ebb, when it had a velocity of, perhaps, four miles per hour.

We tried a few soundings and found bottom at 38 fathoms, about four miles inside the entrance, but failed to find it again within 70 fathoms of the head of the inlet, where it is 55 fathoms deep, sloping gradually from that point to the beach, so that the space fitted for anchorage is very small.

The shores are well suited for the building of wharves, and would afford about two miles of water frontage; but their construction would be expensive, as the rock bottom would prevent the use of piles. The area of land suitable for a townsite is very limited, the hills rising abruptly from the shore on both sides of the channel. The only really available space is in the valley leading from the head of the inlet to the Skeena, not exceeding half a mile in width.

If it should at any time be determined to build a line of railway by the valley of the Skeena to Port Simpson, the head of Wark Inlet could be used as a temporary terminus, but the accommodation both for railway and shipping would be very much contracted.

In extending such a line down the Skeena Peninsula to Port Simpson, it would have to follow closely by the shore of Wark Inlet, and as the hills rise directly from the water's edge at slopes of one in two or one in three, except for about four miles nearly opposite the Quatton Inlet, where their average perhaps one in one, much curvature would be required and the excavation would be in rock, but would not be excessive in quantity, except for the four miles above referred to, where there are also some snow-drifts to be provided against; these come, however, from heights of only 300 to 400 feet, and should not be classed with the avalanche courses met with in the valleys leading to Dean's Canal, Bute Inlet or on the River Skeena.

In rear of Port Simpson is a low tract of country extending across to Wark Inlet, so that a line could be brought to any part of the port with ease.

GENERAL RESULTS.

As the result of the season's explorations, the following conclusions may be arrived at: that a northern route for a railway can be found from Port Simpson via the Rivers Skeena, Babine, Driftwood, Omelca and Finlay to the Peace River Pass; and that some other, though more circuitous routes are available by which the same pass could be reached.

The Peace River, which is the lowest known pass through the Rocky Mountains, offers a wonderfully favorable line for a railway through that range, and for sixty miles east of its main summit.

The Pine River Pass is also a remarkable one, and though the elevation is much greater than that of the Peace River, the works in passing through the mountain range would be lighter. A favorable line can be found from the valley of the Skeena via the Watonagan River, Fraser Lake and Port McLeod to connect with this pass, but such a line would be very circuitous and many miles longer than the northern one.

(Signed),  
H. J. CAMBIE,  
SANDFORD FLEMING, ESQ., C.M.G.,  
Engineer-in-Chief Canadian Pacific Railway, Ottawa.

#### REPORT OF HENRY

A. F. MACLEOD

Ottawa, 7th February, 1880.

Sir,—I have the honor to report that I made an exploration of the country lying between Port Simpson, B.C., and Edmonton, N.W.T., by way of Peace River, in accordance with your instructions dated 12th and 13th May, 1879.

PORT SIMPSON.

The steamer, drawing 10 feet, entered the harbor of Port Simpson at low tide by the southern entrance, after waiting for an hour she passed out by the northern entrance. The main entrance is from the west between Birnie Island and extensive reefs lying to the south about a mile distant. Many of these reefs are uncovered at low tide and form a good breakwater to the western sea.

The harbor is good, and is sheltered from the S. W. round by south to the N. W. Westerly winds would sweep with considerable force across the harbor, but would not be accompanied by much sea. Captain Lewis of the Hudson's Bay Co., who lived there for some time and has had long experience on the coast, considers it a very fine harbor. He says the most prevalent gales are from the S. E. in summer and from the N. E. in winter. The ground is not high around the shores and is sufficiently even for the site of a large town.

The approach from the ocean is good, the rocks known as the Pointers are rather to the south of the track taken by vessels from the ocean, and can be utilized as sites for light-houses, no soundings being obtainable except within a short distance of the entrance to the harbor.

On leaving Port Simpson we sailed to the entrance and up to the head of Wark Inlet. The mouth of the inlet is narrow and deep, and the current with ebb tide was about four miles an hour. The width increases inside from one to two miles, and the depth of water is considerable; near the entrance the sounding was 28 fathoms, thence to head no bottom was found at 70 fathoms, at 500 feet from the shore the depth is 25 fathoms, so that we found no part of the inlet suitable for anchorage.

About three miles from the entrance there is a low pass to Port Simpson between the hills—thence, going south-easterly there are benches near the shore line, which disappear, and are succeeded by side hills, getting steeper as the head of the inlet is reached. In this latter portion five small tree slides were noticed, 50 to 200 feet wide, extending from 300 to 400 feet up the hill side.

Within three-fourths of a mile of the head of Wark Inlet, but there is probably a length of a mile where wharves can be built to advantage.

consequent upon such an important section. The area of the harbor is sufficient for the purpose, possessing an anchorage over four square miles. It is sheltered to the north and west by the shores and outlying islands, but is exposed in part to the S. W. wind; the sea, however, is broken by a reef or kelp bed forming a natural breakwater, but which does not prevent the full force of the wind being felt from that direction, and would possibly prove awkward for vessels exposed to its full force, but there is still a comparatively large area of sheltered anchorage left.

The shores are low, sloping back gradually, easy of approach and suitable for extensive wharves, and possessing a building area of sufficient extent to meet any requirements of the future.

The entrance to Wark Inlet from the Portland Channel, some eight miles wide at this point, is easy of approach, but not exceeding 2,000 feet in width, with deep water to the base of the bluffs forming the shores on either side.

In the extension of the line from my initial point at the head of Wark Inlet northward to Port Simpson, some 32 miles, the work may be classed as very heavy, and some six miles excessively so. The outline of the shore, although generally direct, is very irregular, sharp indentations are frequent, varied by projecting points of either rock or broken rockside hill in profile varying from slopes one, one and a half and two to one. Although the tide rises and falls some 18 feet there is no current or beach available for the embarkment, and the line must therefore be almost entirely in cutting, which will be heavy and through very expensive material, as I fancy little but solid rock would be encountered in its construction. A depression through which the line can be carried without difficulty runs from the harbor of Port Simpson through Wark Inlet.

The head of the inlet cannot be considered as in any way suitable as a terminus, even as a temporary one, as it has many disadvantages. The area of anchorage assumed at 30 fathoms, extends only at the extreme end, and is of very limited extent, having only a frontage of about a mile in length and a width not exceeding 500 feet from the shore. The bottom is of rock and bad holding ground, and consequently artificial means in the shape of anchoring buoys would have to be provided, and no vessel could approach her anchorage under sail with any certainty. From the same cause, the wharfing would have to be of gridding, as I have no idea that piles of any description could be used successfully. The shores are so precipitous that but little room can be found for building purposes. In the valley of the two streams emptying into the inlet at this point, there is a small area, but the greater portion of this space would be required for the railway.

The result of my season's work may be assumed as demonstrating the entire feasibility of this portion of the project, the most practical route for a railway. Work on the Skeena, proper is not excessively heavy, the cost being more owing to the nature of the material than from any great excess of quantities. The tributaries crossed are easily bridged and in all cases have but a slight depth of water.

From the entrance to the "divide" and extension to Port Simpson the work becomes rather formidable, but with nothing exceptionally difficult in construction.

#### REPORT OF GEORGE

A. KEEFER

Port Simpson—A Good Harbor and Good Site for a City—Wark Inlet Not Suitable for a Railway Terminus—Good Route Up the Skeena.

New Westminster, B.C.,  
January 23, 1880.

Sandford Fleming, Esq., C. M. G., Engineer-in-Chief.

Dear Sir,—In accordance with the substance of your instructions, my work for the past season has been confined to a trial location from the head of the Wark Inlet, through the "divide" to the Skeena River, and thence as far eastward, following the north or right bank of the river, as the season would admit; also embracing an examination of the shores of Wark Inlet with a view to the ultimate extension of the line to Port Simpson, and a general opinion as to the adaptability of that point as a terminal harbor for the Canadian Pacific Railway.

On the 3rd of June last in company with Messrs. Cambie and Macleod, I left Victoria on the Hudson Bay Co.'s steamer "Princess Louise," landing my party and supplies at Port Essington on the 5th.

Port Essington, or Spuckstuck, is a small Indian village or trading post at the mouth of the Skeena, and about nine miles below the southern or Skeena entrance to the divide, leading to Wark Inlet.

On the following day, Mr. Cambie having secured the steamer for that purpose, an examination of Port Simpson and Wark Inlet was made, and returning to Port Essington, I joined my party the same evening.

As Mr. Cambie has in his report given a full and exhaustive description of the points embraced in that part of your instructions relating to Port Simpson and Wark Inlet, it will be unnecessary for me to give more than a brief notice, confining myself more particularly to the portion covered by my trial location.

As all nautical authorities have instructions relating to Port Simpson on the northern coast, there only remains the question of its capacity and its influence on its waters, as it is so well defended on these sides by the high surrounding land. The anchorage is reported by Captain Lewis to be excellent.

#### REPORT OF CAPT. BRUNDIGE

PORT SIMPSON ONE OF THE FINEST HARBORS IN THE UNITED KINGDOM—NO CURRENTS, NO SERIOUS OBSTRUCTIONS TO NAVIGATION.

From pages 133, 154, 156, 157, 158, 159, 160 of Government report, 1880, headed "Notes on an examination of the harbors and rivers, coast of British Columbia, by Captain J. C. Brundige, dated Port Simpson, 12th March, 1880."

Captain Brundige, in accordance with the letter of instruction from the Engineer-in-Chief, sailed from Victoria on 27th June, 1879, for the northern coast of British Columbia, arriving at the mouth of the Skeena on the 13th July, and proceeded at once to make careful examination of the several harbors and coast line of the northern portion of the province, with the several approaches from the sea, embracing a thorough examination of the Dixon Entrance to the north of Queen Charlotte's Islands, and also the approach from the Pacific southward of this group.

Captain Brundige prosecuted his surveys of the outer approaches until November, when the weather became too wintry for their further continuance, which time, and up to date of his report, 12th March, 1880, he has been engaged in making further soundings in Port Simpson, tidal measurements and full weather observations for the months of November, December, January, February and the first part of March, the tables of which, also published herewith, are of great interest as showing the character of the winter months on the northern coast of British Columbia. The following notes are condensed from his report:

PORT SIMPSON.

Port Simpson is situated on the River Skeena, about eleven miles from the mouth. Here there is a large basin about four miles long and two wide, from four to seven fathoms water, with muddy bottom. Tide runs out from five to six knots per hour, and up from three to four knots. The spring tides rise and fall 20 feet, and the neaps 15 feet.

A heavy cross-sea is caused by strong winds from N. W. to S. E. and vessels riding at anchor in the current here during a gale of wind, would be sure to foul and trip their anchors.

I ascertained from several traders and others who had been in this locality for many years, that during the months of December, January, February, and even into April heavy masses of ice, with large trees, drift up and down with the tide, which would render this port useless for the winter, and the destruction to any wharves that might be constructed.

PORT SIMPSON.

Port Simpson is the most northern harbor of British Columbia, and is situated in latitude 54 deg. 34 min. N., longitude 130 deg. 23 min. W. It embraces over four square miles of water, from four to twenty fathoms deep, with muddy bottom and good holding ground, and free from rocks and shoals. It possesses great facilities for dockage, as the four-fathom water is found close to the banks. It is easy of access from sea, having no current tide, but merely rise and fall, well sheltered from all winds except from the west, which here seldom blows. The prevailing winds are from east and northwest, from the effects of which the harbor is so well protected that a little dingy boat can be rowed over it with safety in all seasons of the year. Ships could lie alongside of docks at all times, and would require no towage either in entering or going to sea.

It is easy of access by the Dixon Channel, which is ten miles in width at the narrowest part. I consider this entrance free from danger, with the exception of the Devil's Ridge, previously described, which only requires a bell buoy to guide the mariner.

I would rather run thru Dixon Entrance to Port Simpson on a dark night, as it is, than the North Channel thru the Mull of Canine and its currents, or St. George's Channel from the Tuskier Light to the Mull of Galloway, with all the lights and fog signals, and I fall to see on what grounds the Naval officers founded the views set forth in their report, namely, "That Rose Spit would always be a large element of danger in using this channel."

The Spit in question is well defined, but, of course, as with the beach of rocks on any shore, is not the proper position for any vessel. No ship-master who knows his duty would run through the shoal water at the Spit, when there exists a channel twenty-four miles wide, free from shoals or other dangers, in which the tide is regular ebb and flow.

Ships coming from the south and west can make Cape St. James in Safety, just as ships make Cape Clear on entering St. George's or Bristol Channel.

They will have a good landmark, free from all danger, and a beautiful strait to sail up in good soundings, 25, 40 and 70 fathoms. As they sail up they can enter Ogdén, Eddy or Brown's Passages, either of which is superior to San Juan, having very little current and no fog, the currents being the regular ebb and flow.

I believe if this coast was properly surveyed, soundings would be found to guide the mariner in approaching the land, as I see the Naval officers of the United States report finding a bank to the west of Port of Wales Island, Alaska, on which they caught some fine codfish. This bank is just to the north of Graham Island, and I have no doubt that it extends south.

This whole coast requires to be surveyed and re-charted, as none of the charts are correct. It would not be much expense, with the greatest information to have them corrected. I feel certain the Queen Charlotte's Islands are placed some miles too far east, as I have taken several lunar observations, and find from ten to twelve miles out in the different places. The latitude of Cape St. James is correct, as is also Port Simpson.

CLIMATE.

I was reliably informed at Port Essington that the months of June, July and August are the finest; that in September, October and November there is a considerable amount of rain, cloudy days and strong winds, but with very little fog, similar to the northwest coast of Ireland.

During December, January and February, strong gales, cold and frost, rain and snow, the latter falling sometimes to a depth of two feet, but does not remain long on the ground. It is unusual for the thermometer to fall below zero.

March, April and May comprises the principal rainy season at Port Essington, but, strange to say, the climate varies very much, for ten to fifteen miles off it is quite different.

I again visited the Skeena during the latter part of December, and found large quantities of ice drifting up and down the river. Ships could not remain in the harbor during the months of December, January, February and March, and well into April. The north channel of the Skeena is blocked full of ice nearly all winter, but it seldom reaches down as far as Kennedy Island.

Port Fleming is free from ice.

I also visited Eslington during the month of February for several days, and found large quantities of ice in and around it. The snow-fall here has been about 6 feet on the level. I measured the snow at several places and found 3 feet at Port Fleming, and 1-1/2 feet at Inverness.

I herewith enclose weather table. It is to be regretted that the winter I have passed here has not been nearer an average season, as the record of it may deceive many.

This has been the most severe winter ever known here. The severity of the weather has, according to the opinions of residents of 20 years' standing, never been equalled.

The average winter here is moist, and just as free from fog as this one has been, with north and southeast winds. Ten degrees of frost is considered very low temperature. So entirely were the residents unprepared for such unprecedented weather, that all the vegetables have been frozen, as none of the cellars were constructed to guard against a temperature with the thermometer at zero.

The snow-fall, at Port Simpson, although not very great, has continued on the ground longer than known before.

Mr. Hall of the Hudson Bay Company, for instance, records the budding of trees at Port Simpson on the 10th February, 1878, and at that time flowers were in bloom in his garden.

The extremely severe weather of the present winter has been by no means local, as by accounts received from the north and south of us, as well as from the interior, such weather has never been known.

THE SNOW-FALL AT PORT SIMPSON during this winter did not exceed 23 inches altogether, and from information gathered respecting other winters the average MAXIMUM IS NOT GREATER THAN 18 INCHES, and it never remains more than a day or two.

The mean temperature of the water in the harbor was 34 deg. during December, January and February; it never fell to freezing point through these months.

During all this seven months the

#### REPORT OF REV. D. M. GORDON

Port Simpson is a small village that has gathered around an old Hudson's Bay Company's post (from which it is sometimes called Port Simpson), and is occupied almost entirely by Indians. The harbor is most favorably situated. Easy of access for steam navigation, through the channel by which we entered it from the south, it is easy of access for sailing ships or steamers approaching from the west, through Dixon Strait, that separates the Queen Charlotte Islands from Alaska; and it is as safe as it is accessible. Facing the west it has two approaches—Dodd Passage between the south-western extremity of the harbor and a reef of rocks and high pass, which separates this reef of rocks on its northern side from Birnie Island. Between Birnie Island and the northern extremity of the harbor, there is a choked passage not fit for any navigation, save that of canoes or other light craft.

This reef of rocks, though hidden at high tide, is treacherous at low water on the side of the kelp attached to it, and it serves as a partial breakwater for any sea that might roll in from the Pacific, while Birnie Island completes the protection of the harbor on the western side. The extent of the harbor may be set down at not less than three miles in length, with an average breadth of nearly one mile. Its only exposure is to the west, especially through the approach known as Inevit Passage, but no severe gales ever visit it from that quarter. Finlayson Island and the Dundas Islands protect it to the south-west and south, while any gales from the northeast, east or southeast (the prevailing quarters for high winds in this locality) can scarcely have any influence on its waters, as it is so well defended on these sides by the high surrounding land. The anchorage is reported by Captain Lewis to be excellent.

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I again visited the Skeena during the latter part of December, and found large quantities of ice drifting up and down the river. Ships could not remain in the harbor during the months of December, January, February and March, and well into April. The north channel of the Skeena is blocked full of ice nearly all winter, but it seldom reaches down as far as Kennedy Island.

Port Fleming is free from ice.

I also visited Eslington during the month of February for several days, and found large quantities of ice in and around it. The snow-fall here has been about 6 feet on the level. I measured the snow at several places and found 3 feet at Port Fleming, and 1-1/2 feet at Inverness.

I herewith enclose weather table. It is to be regretted that the winter I have passed here has not been nearer an average season, as the record of it may deceive many.

This has been the most severe winter ever known here. The severity of the weather has, according to the opinions of residents of 20 years' standing, never been equalled.

The average winter here is moist, and just as free from fog as this one has been, with north and southeast winds. Ten degrees of frost is considered very low temperature. So entirely were the residents unprepared for such unprecedented weather, that all the vegetables have been frozen, as none of the cellars were constructed to guard against a temperature with the thermometer at zero.

The snow-fall, at Port Simpson, although not very great, has continued on the ground longer than known before.

Mr. Hall of the Hudson Bay Company, for instance, records the budding of trees at Port Simpson on the 10th February, 1878, and at that time flowers were in bloom in his garden.

The extremely severe weather of the present winter has been by no means local, as by accounts received from the north and south of us, as well as from the interior, such weather has never been known.

THE SNOW-FALL AT PORT SIMPSON during this winter did not exceed 23 inches altogether, and from information gathered respecting other winters the average MAXIMUM IS NOT GREATER THAN 18 INCHES, and it never remains more than a day or two.

The mean temperature of the water in the harbor was 34 deg. during December, January and February; it never fell to freezing point through these months.

During all this seven months the

#### REPORT OF REV. D. M. GORDON

Port Simpson is a small village that has gathered around an old Hudson's Bay Company's post (from which it is sometimes called Port Simpson), and is occupied almost entirely by Indians. The harbor is most favorably situated. Easy of access for steam navigation, through the channel by which we entered it from the south, it is easy of access for sailing ships or steamers approaching from the west, through Dixon Strait, that separates the Queen Charlotte Islands from Alaska; and it is as safe as it is accessible. Facing the west it has two approaches—Dodd Passage between the south-western extremity of the harbor and a reef of rocks and high pass, which separates this reef of rocks on its northern side from Birnie Island. Between Birnie Island and the northern extremity of the harbor, there is a choked passage not fit for any navigation, save that of canoes or other light craft.

This reef of rocks, though hidden at high tide, is treacherous at low water on the side of the kelp attached to it, and it serves as a partial breakwater for any sea that might roll in from the Pacific, while Birnie Island completes the protection of the harbor on the western side. The extent of the harbor may be set down at not less than three miles in length, with an average breadth of nearly one mile. Its only exposure is to the west, especially through the approach known as Inevit Passage, but no severe gales ever visit it from that quarter. Finlayson Island and the Dundas Islands protect it to the south-west and south, while any gales from the northeast, east or southeast (the prevailing quarters for high winds in this locality) can scarcely have any influence on its waters, as it is so well defended on these sides by the high surrounding land. The anchorage is reported by Captain Lewis to be excellent.

#### REPORT OF CAPT. BRUNDIGE

PORT SIMPSON ONE OF THE FINEST HARBORS IN THE UNITED KINGDOM—NO CURRENTS, NO SERIOUS OBSTRUCTIONS TO NAVIGATION.

From pages 133, 154, 156, 157, 158, 159, 160 of Government report, 1880, headed "Notes on an examination of the harbors and rivers, coast of British Columbia, by Captain J. C. Brundige, dated Port Simpson, 12th March, 1880."

Captain Brundige, in accordance with the letter of instruction from the Engineer-in-Chief, sailed from Victoria on 27th June, 1879, for the northern coast of British Columbia, arriving at the mouth of the Skeena on the 13th July, and proceeded at once to make careful examination of the several harbors and coast line of the northern portion of the province, with the several approaches from the sea, embracing a thorough examination of the Dixon Entrance to the north of Queen Charlotte's Islands, and also the approach from the Pacific southward of this group.

Captain Brundige prosecuted his surveys of the outer approaches until November, when the weather became too wintry for their further continuance, which time, and up to date of his report, 12th March, 1880, he has been engaged in making further soundings in Port Simpson, tidal measurements and full weather observations for the months of November, December, January, February and the first part of March, the tables of which, also published herewith, are of great interest as showing the character of the winter months on the northern coast of British Columbia. The following notes are condensed from his report:

PORT SIMPSON.

Port Simpson is situated on the River Skeena, about eleven miles from the mouth. Here there is a large basin about four miles long and two wide, from four to seven fathoms water, with muddy bottom. Tide runs out from five to six knots per hour, and up from three to four knots. The spring tides rise and fall 20 feet, and the neaps 15 feet.

A heavy cross-sea is caused by strong winds from N. W. to S. E. and vessels riding at anchor in the current here during a gale of wind, would be sure to foul and trip their anchors.

I ascertained from several traders and others who had been in this locality for many years, that during the months of December, January, February, and even into April heavy masses of ice, with large trees, drift up and down with the tide, which would render this port useless for the winter, and the destruction to any wharves that might be constructed.

PORT SIMPSON.

Port Simpson is the most northern harbor of British Columbia, and is situated in latitude 54 deg. 34 min. N., longitude 130 deg. 23 min. W. It embraces over four square miles of water, from four to twenty fathoms deep, with muddy bottom and good holding ground, and free from rocks and shoals. It possesses great facilities for dockage, as the four-fathom water is found close to the banks. It is easy of access from sea, having no current tide, but merely rise and fall, well sheltered from all winds except from the west, which here seldom blows. The prevailing winds are from east and northwest, from the effects of which the harbor is so well protected that a little dingy boat can be rowed over it with safety in all seasons of the year. Ships could lie alongside of docks at all times, and would require no towage either in entering or going to sea.

It is easy of access by the Dixon Channel, which is ten miles in width at the narrowest part. I consider this entrance free from danger, with the exception of the Devil's Ridge, previously described, which only requires a bell buoy to guide the mariner.

I would rather run thru Dixon Entrance to Port Simpson on a dark night, as it is, than the North Channel thru the Mull of Canine and its currents, or St. George's Channel from the Tuskier Light to the Mull of Galloway, with all the lights and fog signals, and I fall to see on what grounds the Naval officers founded the views set forth in their report, namely, "That Rose Spit would always be a large element of danger in using this channel."

The Spit in question is well defined, but, of course, as with the beach of rocks on any shore, is not the proper position for any vessel. No ship-master who knows his duty would run through the shoal water at the Spit, when there exists a channel twenty-four miles wide, free from shoals or other dangers, in which the tide is regular ebb and flow.

Ships coming from the south and west can make Cape St. James in Safety, just as ships make Cape Clear on entering St. George's or Bristol Channel.

They will have a good landmark, free from all danger, and a beautiful strait to sail up in good soundings, 25, 40 and 70 fathoms. As they sail up they can enter Ogdén, Eddy or Brown's Passages, either of which is superior to San Juan, having very little current and no fog, the currents being the regular ebb and flow.

I believe if this coast was properly surveyed, soundings would be found to guide the mariner in approaching the land, as I see the Naval officers of the United States report finding a bank to the west of Port of Wales Island, Alaska, on which they caught some fine codfish. This bank is just to the north of Graham Island, and I have no doubt that it extends south.

This whole coast requires to be surveyed and re-charted, as none of the charts are correct. It would not be much expense, with the greatest information to have them corrected. I feel certain the Queen Charlotte's Islands are placed some miles too far east, as I have taken several lunar observations, and find from ten to twelve miles out in the different places. The latitude of Cape St. James is correct, as is also Port Simpson.

CLIMATE.

I





# Three winners



To make this January Sale a success every way we have decided to make some startling cuts in special articles each day. Here below you see some three items for to-day. In making these low prices even the cost will not be considered:

A lot of 200 odd Muffs, Beaver, Nutria, Beaver, Otter, etc., balance of season's stock, were \$3 and \$4, for **\$1.50**

Over two hundred beautiful Persian Lamb Jackets, every one but recently turned out of our factory, lined with the best of satin and finished in perfect style. **\$85 to \$125**

Balance of a large lot of Persian Lamb Jackets, 32, 34 and 36 inch bust, 22, 24, 26 long, worth \$10 to \$15 more in any other store in Canada. **\$85**

STORE OPEN SATURDAY NIGHT

**THE W. & D. DINEEN CO., Limited**  
Cor. Yonge and Temperance Streets  
**TORONTO**

## MAY OATS ARE STRONG

Continued From Page 11.

Stocks—Rough to inferior, \$2.25; canners, at \$1.75 to \$2.25.

Feeders—Steady of good quality, 1000 to 1250 lbs. each, at \$5.50 to \$5.80 per cwt.

Bulls—Bulls for the distillery, 1000 to 1250 lbs. each, at \$5.50 to \$5.80 per cwt.

Stocks—One-year to 2-year-old steers, 400 to 700 lbs. each, at \$2.75 to \$3.00 per cwt.; off-colors and of poor breeding quality of same weights are worth \$2.00 to \$2.50 per cwt.

Milk Cows—Milk cows and springers are worth \$30 to \$40.

Calves—Calves sold at \$2 to \$10 each, from \$4 to \$5.50 per cwt.

Sheep—Fines, \$2.25 to \$2.75 per cwt. for wethers and ewes, at \$2.75 to \$3.00 per cwt.

Lamb—Lamb, 100 lbs. and over, at \$4.00 to \$4.50 per cwt.

Hogs—Best select bacon hogs, not less than 160 lbs. and more than 250 lbs. each, fat and watered, are worth \$5.25 per cwt.; light and fat, at \$5.00 to \$5.25 per cwt.

McDonald's—McDonald's sold 2,000 lbs. of No. 1, at \$1.50 to \$1.75 per cwt.

No. 2, at \$1.25 to \$1.50 per cwt.

Chicago Live Stock—Chicago, Jan. 15.—Cattle—Receipts, 200; steady; good to prime steers, \$10 to \$12.50; poor to medium, \$4.50 to \$4.75; stockers and feeders, \$3.50 to \$4.00; hogs, \$1.50 to \$1.75; calves, \$1.50 to \$2.00.

Hogs—Receipts, 20,000; steady; mixed and butchers, \$4.75 to \$5.00; choice heavy, \$5.00 to \$5.25; rough heavy, \$4.50 to \$4.75; light, \$4.50 to \$4.80; bulk of sales, \$4.75 to \$5.00.

Sheep—Receipts, 6,000; steady; good to choice wethers, \$4.25 to \$4.50; fair to choice mixed, \$3.50 to \$4.00; native lambs, \$4.30 to \$4.50.

East Buffalo Live Stock—East Buffalo, Jan. 15.—Cattle—Receipts, 100; steady; demand, steady. Veals, \$1.50 to \$2.00; mixed, \$1.50 to \$2.00; fair to good, \$1.50 to \$2.00; fair to good, \$1.50 to \$2.00.

Sheep—Receipts, 1,000; steady; mixed and butchers, \$4.75 to \$5.00; choice heavy, \$5.00 to \$5.25; rough heavy, \$4.50 to \$4.75; light, \$4.50 to \$4.80; bulk of sales, \$4.75 to \$5.00.

Sheep and Lamb—Receipts, 10,000; steady; mixed and butchers, \$4.75 to \$5.00; choice heavy, \$5.00 to \$5.25; rough heavy, \$4.50 to \$4.75; light, \$4.50 to \$4.80; bulk of sales, \$4.75 to \$5.00.

British Cattle Market—London, Jan. 15.—Live cattle, easier; dressed weight, Canadian steers, 10c; 11c; 12c; 13c; 14c; 15c; 16c; 17c; 18c; 19c; 20c; 21c; 22c; 23c; 24c; 25c; 26c; 27c; 28c; 29c; 30c; 31c; 32c; 33c; 34c; 35c; 36c; 37c; 38c; 39c; 40c; 41c; 42c; 43c; 44c; 45c; 46c; 47c; 48c; 49c; 50c; 51c; 52c; 53c; 54c; 55c; 56c; 57c; 58c; 59c; 60c; 61c; 62c; 63c; 64c; 65c; 66c; 67c; 68c; 69c; 70c; 71c; 72c; 73c; 74c; 75c; 76c; 77c; 78c; 79c; 80c; 81c; 82c; 83c; 84c; 85c; 86c; 87c; 88c; 89c; 90c; 91c; 92c; 93c; 94c; 95c; 96c; 97c; 98c; 99c; 100c.

Saving Money—The man who saves more money each year is more content than the one who has nothing laid up for the future. But if you could save your money by placing it in some institution that would guarantee that should you die, your family would get a much larger amount than you had actually saved, but that should you live, your money would all be returned to you with good interest added, at an age when it would be more needed than now, wouldn't you consider yourself lucky? That is just what the Manufacturers' Life is willing to do for you. Write for rates and give us your age (next birthday) to the head office, Toronto. 6383

Killed Wife and Self—Philadelphia, Jan. 15.—Edward K. Leland, 45 years, a manufacturing chemist of this city, today shot and killed his wife Emma, aged 46, Philadelphia, at their home in West Philadelphia.

Man With Microscope Dead—Chicago, Jan. 15.—Dr. Henry L. Tolman, who had a national reputation as a microscopist, is dead, aged 55 years.

A CURE FOR ASTHMA—Asthma sufferers need no longer leave home and business in order to be cured. Nature has produced a vegetable remedy that will permanently cure Asthma and all diseases of the lungs and bronchial tubes. Having tested his wonderful curative power in thousands of cases (with a record of 100 per cent. permanent cure), and in free of charge to all human suffering, I will send you a discussion, in German, French and English, with full directions, in plain and simple English, by mail. Address with stamp, enclosing this paper, to Dr. J. J. Noyes, 517 Bowers Block, Rochester, N.Y.

JUNCTION CATTLE MARKET—Receipts of live stock at the Junction Market today were 8 cars, 144 cattle and 82 sheep.

As usual today Messrs. Leach & Smith bought all the cattle offered. Mr. Leach bought 6 lots, and Mr. Smith 2 lots. Mr. Leach reports the prices paid are being about the same as on Monday last.

A large number of fat calves, butchers as well as exporters, will be received on Monday and Tuesday next to fill requirements.

Special price—\$25.00.

**R. SCORE & SON,**  
Tailors and Haberdashers, 77 King St. W.

Patterns and self-measurement chart free to out-of-town folk.

**MONEY**

Absolutely the cheapest place in town to borrow money on furniture or piano. Security not removed from your possession. Easy payments. Strictly private, no inquiry of neighbors or employer. If you want to centralize your bills so as to pay all in one place, come and see us.

**MUTUAL SECURITY CO.,**  
144 Yonge St. (First Floor)

## YORK COUNTY AND SUBURBS

Joseph Noyes Found Frozen to Death in Woods Near Toronto Junction.

### HE WAS LOST WHILE INTOXICATED

A. B. Rice's Appointment—Aurora Happenings—North Toronto Notes.

Toronto Junction, Jan. 15.—Joseph F. Noyes, a man who has been doing rough work around the Heydon House, Weston-road, was this morning found frozen to death in an out of the way spot west of Quebec-avenue, and not far from Bloor-street. The discovery was made by Edgar Langton, Sheridan-avenue. Noyes had been drinking heavily, and while intoxicated, had no doubt rambled off the roadway into the woods and lost himself. His head and shoulders were under a barb wire and his body frozen stiff, and his clothes frozen to him. Not far away was a depression in the snow, as the man lay down and afterwards crawled where his body was found. It is likely that he was there all night. Noyes at one time worked at the Grand Union Hotel and has knocked about the country hereabouts a good deal. He was dismissed from the Heydon House for his drinking habits, but returned again. He was last seen here yesterday morning. Chief of Police J. R. Boyce and Coroner G. W. Allen demanded the remains to be taken to Undertaker Scruton's establishment. Dr. Cleland decided that an inquest would not be necessary.

A. B. Rice, proprietor of the Tribune newspaper and printing office, has been appointed collector of customs at Toronto Junction. Mr. Pearson, who has had charge of the office here, has continuously held his position on the city staff, and is to be advanced to a position soon to be vacated by an officer who goes on the superannuated list. The resignation of Rev. W. J. Pady was considered at the annual meeting of the Annet-street Baptist Church last night. Rev. Mr. Pady stated that his only reason for leaving the church here, was that he considered he had served his time here and that it would be both in the interest of the church and himself to have a change.

The Board of Health will hold its inaugural meeting a week from Monday, when they will recommend to Council the appointment of a medical officer, who does not seek re-appointment. The health of the town never was so good as now. The Machinists' Union held a very successful dance in James' Hall to-night. In the hockey match on Annet-street rink to-night, the Rangers beat the Stars by 2 goals to 1. An exhibition game afterwards, the Rangers again won by 4 goals to 1.

East Toronto. East Toronto, Jan. 15.—The new organ is being put in place in Hope Methodist Church.

Rev. Jos. E. Wilson will preach both morning and evening next Sunday in Hope Methodist Church. The evening service will be of an evangelistic character. Aveu Lodge, No. 430, A. F. and A. M., will meet Monday night in Society Hall, their new quarters in Snell's block, not being quite ready for occupation.

The officers of Lodge Cambridge, No. 24, S.O.E., were installed last night. A committee was appointed to negotiate for a place of meeting in Snell's Hall. W. H. Lucas and Sydney H. Jones have been appointed auditors of the town at a salary of \$75 each. The annual meeting of the Liberal Association of Ontario, East Toronto and Little York will be held in Snell's Hall on Wednesday evening next. The election of officers will take place, and a musical program rendered afterwards.

The annual supper of Lodge Cambridge, S.O.E., will be held at Embringham's Hotel on Wednesday evening, 27th inst.

Fred Dixon, proprietor of the Eastbourne Hotel, is seriously ill with influenza. E. J. Knight, assistant yard foreman, was in charge of the truck on Dec. 14. Deceased was one of the men, and put him cleaning out the streets prohibited by bylaw for teaming gravel over, and will be summoned for the offence.

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# Getting Colder!



"The first wealth is health," says Emerson, and those who want to pull through the winter without sickness must guard against colds in any form. We're doing our part to help make you comfortable by distributing \$150,000 worth of stylish furs at prices way below cost. The precise reason is we want to reduce stocks all we possibly can before inventory. To carry goods over from one season to another would be to lose our reputation for style.

This is to be a long as well as a severe winter. You can easily get your money's worth out of these between now and spring.

- 1 Fine Black Satin Automobile, with extra large mink collar and large mink collar and fur, worth \$150. **\$95**
- 1 Light Fawn Evening Wrap, with extra large mink collar, revers and cut broad satin lining. **\$75**
- 1 Fine Black Silk Driving Coat, size 38x20, with mink trimmings and imported lock squirrel lining. **\$110**
- 1 Plain Russian Seal Automobile, size 38x22, regular \$110. **\$75**
- 1 Alaska Seal and Hudson Bay Seal Jacket, size 36x20, regular \$350.00. **\$275**
- 1 Grey Squirrel Sack, with shawl collar and bell sleeves, extra dark collar, size 38x22, reg. \$150. **\$115**
- 2 Fine Marmot Capes, 32 inches long, lined with best broad satin. **\$30**
- 6 Double Skin Red Fox Scarfs, regular \$20. **\$15**
- 4 Red Fox Scarfs, with head and brush, regular \$10. **\$8**
- 11 Dyed Alaska Sable Muffs, extra large, regular \$10. **\$7.50**
- 3 Extra Fine Black Coachman's Capes, regular \$25. **\$20**
- 4 Caps to match, reg. \$4. **\$3.00**
- 5 Imported Scotch Plaid Gaunlets to match, reg. \$5.00. **\$6.50**
- 5 Musk Ox Robes, reg. \$65 and \$75. **\$58**
- 3 Black Bear Robes, reg. \$75. **\$55**
- 13 Black Goat Robes, reg. \$16. **\$11.50**
- Men's Adjustable Outer Collars, worth \$25. **\$18**
- Men's Mink Wedge, reg. \$25. **\$20**
- Electric Seal Jockey Caps, reg. \$5. **\$4.00**
- Australian Beaver Wedges, \$150. **\$3.50**
- Beaver Gaunlets, \$9.00. **\$9.00**
- 9 Imported Scotch Plaid Traveling Rugs, \$3.00. **\$3.00**
- 15 Imported Scotch Plaid Traveling Rugs, \$3.50. **\$5.00**

**J. W. T. FAIRWEATHER & CO.,**  
84-86 YONGE STREET.

There is no use talking, if you get the Best Bread, your baker has to use the Best material. He can't do that unless he receives enough money to pay for the Best. We know that.

**COLEMAN'S BREAD**

Is the Best to be had for love or money. You'll say so, too, if you try a loaf.

AT ALL GROCERS THE COLEMAN BAKING CO., LIMITED. Phone Park 810.

**Glass Eyes**

There is comfort in wearing one of our Artificial Glass Eyes because they are of Best Quality and Finish; and best of all, we charge you very little.

Phone Main 2568.

**F. E. LUKE** REFRACTING OPTICIAN  
11 King St. West, Toronto

**MONEY TO LOAN**

THE TORONTO SECURITY CO. Room 10, Lawlor Building, 6 King St. W.

**THE ROYAL BANK OF CANADA.**

In our business columns will be found the 34th annual statement of the Royal Bank of Canada, for the year ending December 31st, 1903. The report shows that the bank has done a very good business during the past twelve months, the net profit for the year, amounting to \$2,228,000, of which amount two dividends at the rate of 8 per cent. per annum, amounting to \$300,000, was transferred to the reserve fund in its entirety to the credit of the account, which now stands at \$3,000,000.

**Liquor License Boards.**

The following license boards were appointed yesterday:

West Lambton—Archibald McLean, David Barr of Sarnia and David Trotter of Petrolou.

North Oxford—Malcolm Douglas of Woodstock, Francis Patterson of Stouffville and George Manson of Fairview.

Kingston—Robt. Crawford of Kingston, Joseph P. Manley of Kingston and Archibald Strachan of Kingston.

Durham—George Wilson of Port Hope, Elias Dickinson of Glanville and Gordon Williamson of Millbrook.

South Wentworth—Thomas Stewart of Stouffville, Frederick Smith of Glanville and Amos Dymond of Lenoir.

West Northumberland—Michael Fox of Cobourg, James Blacklock of Galt and William John Westington of St. Catharines.

Frederick Kilmer, William M. Shea and Robert Colgan, Peter Thompson of Cambridge, and Charles Latrambone of South Lincoln.

South Ontario—Duncan McNab of Charenton, John H. Brown of Port Hope and William Purvis of Cobourg.

Middlesex—West—Adam Clarke of Melbourne, John Thomson of Glencoe

**Car Burned.**

New York, Jan. 15.—The three-story car barn and about fifty cars of the Coney Island & Brooklyn Company in Brooklyn were destroyed by fire to-day.

**Three Will Lose Lives.**

Syracuse, Jan. 15.—The boiler of a locomotive drawing a westbound New York Central freight train on the track on Onondaga Lake Shore in this city blew up without warning this morning. Engineer George Mitchell was killed; a brakeman, name not yet learned, had his head blown off, and Fireman F. Neary was probably fatally injured.

**Car Burned.**

New York, Jan. 15.—The three-story car barn and about fifty cars of the Coney Island & Brooklyn Company in Brooklyn were destroyed by fire to-day.

**THE SECRET OF PERFECT BUST FORM**

Sent Free

Madam Thora Toilet Co., Toronto, Can.

**Madam Thora Toilet Co., Toronto, Can.**

Also for sale at Bingham's Drug Store, 100 Yonge-street.

# SIMPSON

Store Closes at 5.30 SATURDAY JAN. 16

## Big Men's Chance for Underwear.

The big man is always a fortunate fellow and the envy of those beneath him. Monday the evidence is repeated in fresh form. Big men are scarce, therefore the large sizes in Underwear lag behind the average sizes. We even things up by putting big sizes on sale cheap.

240 Men's Sanitary Wool Fleece-Lined Underwear, shirts only, for big men, broken lots from our regular stock, plain colors and fancy stripes, nicely finished, double cuffs and ankles, soft and warm, sizes, shirts, 40, 42, 44, 46, regular price 50c and 75c, on sale Monday, to clear at, per garment **39c.**

## Boys' Reefers.

45 Boys' Good Warm Winter Overcoats, fancy military styles, double-breasted, with cuffs on sleeves; also the medium box back style, with square pockets, in dark gray chevrons and blue heaver cloth, good linings and trimmings and perfect fitting, sizes 22.25, \$3.50, \$4.00, \$5.00 and \$5.50, Monday **2.98**

## Girls' and Boys' Stockings.

An extra value for Monday—25c Stockings for 15c a pair. Mothers who have grown tired of darning may read the news with real pleasure. A lot we had knitted from a "job" quantity of yarn.

2400 pairs Misses' and Boys' 2 1/2 Rib Black Cashmere Hose, heavy weight, with 5-fold tucked knees, double toe and heel, sizes 6 1/2 to 8 1/2, better than regular 25c value, Monday morning, per pair **15c.**

## Men's \$65 Fur-Lined Coats for \$50

Just five costly Coats brought down to where they make a good investment, even though spring were here—which it isn't by a long shot. Stock-taking time is though, very near.

5 only Men's Fur-lined Coats, shells are extra fine English beaver cloth, and are thoroughly tailored in every respect, the linings are of choice dark and medium sized muskrat fur, with select quality Canadian outer collars, bust sizes are 42, 43 and 44 only, our regular price \$65.00, Monday, special **50.00**

## Underpriced Picture Frame Mouldings.

Our Picture Department has long been the subject of favorable comment upon the artistic and thoroughly decorative quality of its frames. Monday we are clearing several thousand feet of the very Mouldings you have admired. See.

1,000 feet of 3 1/2-inch Oak Bead Picture Frame Moulding, finished in black, brown, gray or green, for framing photos and small pictures, regular 6c, on sale Monday, per foot **3c.**

500 feet of 1 and 2 in. Oak Picture Frame Moulding, finished in Flemish, black, green or gray, neat design, regular 8c and 10c, on Monday, per foot **4c.**

1,200 feet of 3 1/2-inch Oak, neat design, black, brown, green or gray, for framing diplomas, supplements and medium-size pictures, regular 12c, on sale Monday, per foot **6c.**

## Monday is Housekeeper's Day.

The prudent housewife is the most important factor in the business community. So says a writer who is generally credited with knowing what he is talking about. Any store dealing so directly with the homes of a city as does this store would be foolish indeed did it not make a very careful study of what pleased the sense and sentiment of the housekeepers. We pride ourselves that the Staples Department in this store provides exactly what prudent women want for their homes, and those depending upon them for their comfort and well-being—quality with economy. See these items for Monday:

Table Napkins, 98c per dozen.

200 dozen Double Satin Damask and Full Grass Bleached Irish Linen Table Napkins, 18x18 and 20x20 inches, assorted, in a new and large variety of designs, with hand-some borders, patterns comprise large and small effects, from a polka dot to a scroll, regular selling values, \$1.25 per dozen, January sale price **98c.**

30c Damask and Huckaback Towels, 19c pair.

700 pairs of Heavy Linen Huckaback and Damask Bedroom Towels, sizes 19x28 and 20x40 inches, assorted in damask centers, with fast colored borders and fringed ends; also heavy and fine weaves of huckaback, with colored or plain taped borders and fringed ends; also hemmed towels, with plain or colored borders, regular 28c and 30c values, January Sale Price, Monday, per pair **19c.**

12 1/2c Glass Towelling and Tea Towels, 10c.

1,000 yards of Pure Linen Plain and Checked Glass and Tea Towellings, assorted in red and blue checks, with and without borders, 23 to 25 inches wide, warranted free from lint; also hemmed glass towels, 24x38 and 24x38 inches, all ready for use, in plain and bordered makes, regular selling values, 12 1/2c, January Sale Price **10c.**

18c Gray Wool Flannel 13 1/2c.

Heavy Gray Unshrinkable Wool Flannel, 27 inches wide, plain or twill, light or dark shade, regular 15c and 18c quality, Monday, special **13c.**

1,000 yards Bleached Cotton, 36 inches wide, English, long and fine, heavy Canadian-made fully combed, regular 10c and 12 1/2c per yard, Monday **8 1/2c.**

300 White Wool Blankets for \$2.25.

88 pairs only Extra Superfine White Unshrinkable Wool Blankets, assorted in pink or blue border, guaranteed absolutely free from filling, size 64x88 inches, regular \$3.00 quality, for Monday's selling **2.25**

50c Bleached English Sheetting 33c.

500 yards only Bleached English Sheetting, 72-inch, plain or twill, slightly soiled on the edge; also 80 and 90 inch, 80-inch plain or twill, and 90-inch twilled only, sold regular at 45c and 50c per yard, Monday, to clear **33c.**