









# Who Gets the Most Out of Life?

Not the wealthiest, not the most learned, nor the idler—but the man who has good health and works for his living. This truth is trite, but not trivial.

Every man should guard his health as his most valuable possession. The more so because health is easier to retain than regain.

Keep your grip on health by regular exercise, reasonable care in eating and requisite sleep. Take Beecham's Pills occasionally, to tone the stomach and keep the liver and bowels in good working order. And don't worry.

Observe these simple rules and you will agree that the one who gets the most from life is

# *The Man Who Uses* **BEECHAM'S PILLS**

Prepared only by the Proprietor, Thomas Beecham, St. Helens, Lancashire, Eng.  
Sold everywhere in Canada and U. S. America. In boxes 25 cents.

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—PERFECTION—  
**COCOA**

# COCOA

(MAPLE LEAF LABEL)

The little child, the delicate invalid, and the robust and strong

THE COWAN-CO., Limited, Toronto

# Matches!

ALWAYS IN THE LEAD

THE E. B. EDDY COMPANY, Limited  
HULL, CANADA,  
Are always on the alert to produce the NEWEST and the BEST.  
The pink-tipped "SILENT" is one of their latest

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20

THE VERY

53

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20 BRANCHES

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**EXPRESS**

delicious drink and a sustaining food. Fragrant, nutritious and economical. This excellent Cocoa contains the system in robust health, and enables it to resist

KEEPS CANARIES IN HEALTH AND  
AT ALL GROCERS.

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**HIGH-GRADE REFINED OIL**  
LUBRICATING OILS

**THE**  
**QUEEN CITY OIL CO.**

**liquid Extract of Malt**  
 the most invigorating preparation of its kind ever introduced to help and sustain the invalid or the athlete.

**DR. J. C. FLEMING, Chemist Toronto, Canada**

Manufactured by **INNHARDT & CO., TORONTO, ONTARIO**

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor discoloration and small dark spots, possibly due to age or handling. A faint horizontal crease is visible near the top edge of the page.

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## THE TORONTO WORLD

A Morning Newspaper published every day in the year.

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All Railway news stands and trains.

## THE STREET RAILWAY SITUATION.

Whether or not the city council passed beyond the strict letter of the law in summarily requiring the street railway to follow the routes prescribed by the city engineer, an important public benefit has resulted from the action taken. Hitherto public resentment at the constant and gross violations of the agreement under which the Street Railway Company operates, the wretchedly inefficient service and the arbitrary methods of the company have never been focused in a manner sufficiently pointed to disclose its depth and extent. But for the bold stand taken on Controller Hocken's initiative, the dispute would have muddled on in the usual indecisive manner, nor would the railway board have been compelled to abandon its evident preference for a policy of laissez faire. While its order to resume the protested service pending final arbitration on the point at issue between the city and the company was perhaps inevitable, they must clearly recognize that the quarrel has reached a stage when the pretensions of the company to read into the agreement whatever it pleases must be subjected to close and drastic scrutiny.

In this connection the letter indited by Robert John Fleming, with its charges of deliberate breach of the agreement on the part of the city, and contempt of the orders of court, cannot but evoke a smile at its amusing irony. If the railway company had been half as ready to fulfil its obligations as it is to hold the city's representatives to theirs, the reckoning day would have been more easily made. Even more audacious is his reported remark that the city "can get anything in reason," meaning thereby, doubtless, anything the Street Railway Company thinks reasonable. But it is not for the company, or its manager, to judge requests on a basis that suits its interest and convenience. Its duty is to fulfil its undertakings and to abide by its contract. What the citizens ask and are determined to have is that the street railway shall recognize its duties as immediately and as fully as it insists upon its conventional rights.

The history of the relationship between the city and the street railway board cannot but constrain the citizens to consider how different their situation would be under public ownership. Yesterday The World referred to the situation in Philadelphia, where the Rapid Transit Company, with an unlimited and free franchise, had so abused its privileges as to land itself with unfinished systems and exhausted credit. Stock watering was its bane and stock watering lies at the root of the everlasting attempts of the Toronto Street Railway to get behind its agreement. Of its capitalization, \$5,000,000 is water, on which a 6 per cent. dividend must be earned at the expense of the traveling public. Do the citizens realize what that means? That water was speculative point; that speculative profit was capitalized and on its further profits, in the shape of a six per cent. dividend, are being paid. Need there be any wonder that the company starves the service, refuses extensions and runs the system in the interests of the stockholders rather than the public? The city has demanded nothing that is not fair and reasonable according to the franchise lease. If the company cannot conform, the cause is not the city's unreason, but the position created by the company's breach of public trust. And the citizens must not be coerced into bearing further unrighteous burdens created by the company's financial methods. The full rights of the city under the agreement must be upheld, and looking to the company's persistent violation of its terms the legislature should be asked to declare the franchise forfeited and grant power of expropriation as if it had run its natural course.

**BE FAIR TO THE PEOPLE.**  
As was naturally to be expected, The Hamilton Times, one of the Gibbonized organs of that city, resents the comment made by The World in connection with the recent declaration of dividends made by the Cataract Power Company, at the rate of six per cent. on the preferred, and three per cent. on the common stock. These dividends, The World observed, and for that matter, reiterates, "show the full extent of the wrong done the people of Hamilton" in connection with its public services. And the argument, such as it is, that The Times makes, in defence, is that this stock was not always sought after; that it was offered in vain to the public, and that not until the last year or two did the president receive a cent of salary, and more to a similar effect.

But The Times, with a prudent reserve which does more credit to its prudence than its candor, carefully refrains from explaining that the ground on which The World based its strictures was the fact that "nearly all the preferred and common stock is merely water and represents no legitimate expenditure of capital." This omitted part of the sentence, however, contains the gravamen of the charge, and as the statement is true, there is nothing surprising in its being ignored by our partial critic. When The Times next hastens to the defence of its master and suggests the disinterested enterprise of Col. Gibson and his associates, will it tell the people of Hamilton how much the promoters got through the issue of millions of watered stock?

The truth is that whenever The World essays to assist the City of Hamilton to escape from the enormous and excessive rates the people pay to the Cataract and allied monopolies, The Times, the Gibson organ, strenuously backed up by The Spectator, just as thoroughly Gibbonized, attempts to retaliate by repeating the ridiculous assertion that The World is seeking an advantage for Toronto. Curious it would be, if efforts to relieve Hamilton from the unnecessary burdens imposed by a franchise-holding corporation should be to its detriment. The Times has little regard for the intelligence of the citizens of Hamilton if it imagines that preposterous charges of this nature can impose upon them for a moment. But they will have no difficulty in recognizing that since The World has been paying its respects to the Cataract monopoly and exposing its unjust exactions, the people of Hamilton are standing a better chance of getting a square deal.

When The Times, or, for that matter, any other of the numerous corporation organs with which the Dominion is afflicted, succeeds in disproving The World's contention, that the huge over-capitalization characteristic of franchise-holding companies, is a direct breach of public trust, The World will assume penitential sackcloth—not till then. The practice of stock-watering is nothing more or less than a means of extracting speculative or anticipated profits from the public, who have later to provide through excessive rates and charges, the means of paying dividends on these same capitalised profits. This is plain enough to any citizen who will spare the little time and attention necessary to understand the inwardness of the situation. That process was followed in the case of the Cataract monopoly; public ownership would have prevented it and limited the capital to the bonded debt, representing the legitimate cost of establishing the enterprise. Newspapers that prefer to play the lackey to monopolist-corporations of this kind, rather than serve the public interest, reap their reward in the form of the little time and attention necessary to understand the inwardness of the situation. That process was followed in the case of the Cataract monopoly; public ownership would have prevented it and limited the capital to the bonded debt, representing the legitimate cost of establishing the enterprise. Newspapers that prefer to play the lackey to monopolist-corporations of this kind, rather than serve the public interest, reap their reward in the form of the little time and attention necessary to understand the inwardness of the situation.

**THE TRADERS' BANK.**  
Yesterday The World published the report of the twenty-second annual meeting of shareholders of the Traders' Bank of Canada. In conformity with the resolution carried at last meeting, the statement submitted only covered the period of seven months to Dec. 31—the financial year, henceforward commencing with the calendar year. The change, altho in one way it obscures the full extent of the bank's progress, in another tends to accentuate it, since the showing made might well be deemed satisfactory for a longer period. Like other prosperous institutions in these days, the Traders' Bank has found the need of a more commodious habitation, in which it is now housed and has the additional advantage of being absolutely fire and burglar-proof.

The success attending the bank's operations for the restricted period covered by the statement can be gauged from the fact that after paying two dividends at the rate of 7 per cent. per annum, strengthening the rest account by \$50,000, transferring \$5000 respectively to the officers' guarantee fund and officers' pension fund and making the usual provisions, there remained to be carried forward to the credit of profit and loss account the sum of \$44,349.57. With the addition now made the rest account stands at \$1,900,000, after making provision for the year.

**OBITUARY.**  
**John Cosgrave.**  
John Cosgrave, living at 447 West Adelaide-street, while going to his place of business yesterday morning, was taken suddenly ill, and returning to his home, died within a half hour from paralysis.

Mr. Cosgrave was for many years identified with the Cosgrave Brewery Company. He is survived by a widow and one child, a brother, Lawrence, president of the Cosgrave Company, and one sister.

**NO APPOINTMENT MADE.**  
The matter of appointing a successor to J. N. McWhinney, treasurer of the M. S. C. C., was considered yesterday, but no one chosen, altho a number of names were considered. The meeting was presided over by the archbishop, and the feature was the presentation by his grace to Mr. McWhinney, on behalf of the M. S. C. C., of a beautiful ink stand.

Until a successor is appointed, Mr. McWhinney will continue to act as treasurer.

**New Car Company.**  
Montreal, Jan. 23.—A new car construction company, with a capital of \$5,000,000, backed by the American Car Co. of Berwick, Pa., is going into business here under the management of F. L. Dunn, former manager of the Dominion Car Co. They will build near LaSalle and hope to be turned out between 60 and 70 cars a day next fall.

The annual banquet of the Dufferin-street School Old Boys will be held at the St. Charles' Cafe on Friday evening.

## THE RAILWAYS AND THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

Forty-ninth Article.

Reciprocal demurrage: In discussing a question of such general interest as that of demurrage, it is only fair that we should, for the benefit of our readers, give both sides of the case. The following article, clipped from The Montreal Gazette of Jan. 17th, is supposed to present the case from the standpoint of the carrying companies. Out in Chicago they are forming a "reciprocal demurrage association," several hundred delegates from boards of trade and commercial associations having met in convention for that purpose. The idea is to remedy the complaint of car shortage by punishing the railways when they do not furnish cars, and punishing shippers when they do not use and release cars they have ordered. Such a bill has been introduced. If there were no more than this to the car shortage problem, there would be no more to be said.

At present there is no way to entice capital into the railway business except by promise of profits, and they have been made possible by not moving half-filled cars, nor permitting engines to haul trains of car half their capacity. Men who know more about railroading than any others alive say that this is the way to move the greatest amount of traffic in the shortest time and for the least expense—that is, with lowest rates.

But shippers are no longer satisfied with merely low rates. Each of them wants a car sent upon his switch on demand, hauled away the moment it is loaded, and thereafter moved a statutory number of miles every day. It can be done, of course. Anything can be done by statute, or if not by one statute, then by enough statutes. Whenever anything is wrong, pass another law. As we have already indicated, it will not suffice to the railways is now directed only to the railways and shippers. Neither will it suffice to pass another law designed to make the cars earn their cost. It is possible to imagine that under such interference a reluctance to advance cash would be developed. In that case, a simple statute requiring people to invest in railway securities would meet the case. Then, having provided capital, it would be necessary to obviate any possible objection that the mere possession of the cash might not produce rolling stock upon demand. Another simple statute would require all car companies to supply whatever number of cars or engines necessary for the railways. There is no law for the carrying companies and another for the people of Canada. It is absurd to legislate that cars and engines should be supplied, but that deliveries could not be made for some weeks or months because of inability to secure materials. However, not to ask impossibilities, another law to meet the case might provide that cars and engines should be supplied in any requisite quantities upon tender of cash. It would be absurd to legislate that cars and engines should be supplied, but that deliveries could not be made for some weeks or months because of inability to secure materials. However, not to ask impossibilities, another law to meet the case might provide that cars and engines should be supplied in any requisite quantities upon tender of cash. 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**GRAND TRUNK RAILWAY SYSTEM**

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**The Only Service From Toronto to Niagara Falls Without Change.**

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**5.00 p.m. 6.10 p.m.**

For tickets and full information call at City Office, northwest corner King and Yonge Streets.

**ATLANTIC STEAMSHIPS  
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ROYAL MAIL SERVICE  
—FINEST AND FASTEST—**

**"EMPRESSES"**  
FROM ST. JOHN, N. B., TO LIVERPOOL  
Jan. 25, Friday ..... Tunisian

Feb. 2, Thursday ..... Lake Erie  
Feb. 8, Friday ..... Empress of Ireland  
Feb. 16, Saturday ..... Lake Manitoba  
Feb. 22, Friday ..... Empress of Britain  
Mar. 2, Saturday ..... Lake Champlain

**FROM ST. JOHN, N.B., TO LONDON DIRECT**  
Feb. 13, Wednesday—Mount Temple, carrying 2nd and 3rd only. \$40 and \$28-50.

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ing third only, \$26.50.  
Send for our new sailing list.  
S. J. SHARP, Western Pass. Agent, 38  
Yonge-street, Toronto. Phone Main 2340.

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**Land of Perpetual Summer**

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**If you are seeking a warmer climate it**

would certainly greatly benefit your health to take a sea voyage to either Nassau, Cuba or Mexico, via the Elder, Dempster S. S. Line. This Company have monthly sailing tours. Next steamer will leave Halifax on January 20, 1907, for the ports mentioned. Apply for full particulars.

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Sailing from **NEW YORK**

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Decedents and Oriental Steamship Co.  
and Teye Kisen Kaisha Co.  
Hawaii, Japan, China, Philippine  
Islands, Straits Settlements, India  
and Australia.  
SAILINGS FROM SAN FRANCISCO.  
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 KOREA.....Feb. 5th  
 AMERICA MARU.....Feb. 13  
 SIBERIA.....Feb. 21  
 For rates of passage and full particu-  
 lars, apply R. M. MELVILLE,  
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**HOLLAND AMERICA LINE**  
New Twin-Screw Steamers of 12,500 tons  
**NEW YORK—ROTTERDAM, via BOULOGNE**  
Sailings Wednesdays as per sailing list.

Ryndam.....	Jan. 23	Ryndam.....	Feb. 27
Potsdam.....	Feb. 6	Noordam.....	March 5

Estados Unidos

New Twin-Screw Steamers  
 17,250 registered tons, 30,400 tons displacement.  
 R. M. McILVILLIN,  
 General Passenger Agent, Toronto, O.:  
**AMERICAN LINE.**

**Plymouth-Charbourg-Southampton**  
Philadelphia, Jan. 26 St. Louis, ... Feb. 23  
New York, ... Feb. 9 Philadelphia Mar. 2  
**Philadelphia-Queenstown-Liverpool**  
Haverford, ... Feb. 2 Merion, ... Feb. 23  
Noordland, ... Feb. 9 Haverford, ... Mar. 9  
**ATLANTIC TRANSPORT LINE.**

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**Royal Mail Steamers.**  
 Portland to Liverpool—Short Sea Passages.  
 Dominion... Feb. 2 Southwark... Mar. 2  
 Canada... Feb. 16 Dominion... Mar. 9

**LEYLAND LINE.**  
**Boston-Liverpool.**  
 Bohemian .. Jan. 31 Cestrian .. Feb. 13  
 Devonian .. Feb. 6 Winifredian .. Feb. 20

**RED STAR LINE.**  
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**WHITE STAR LINE.**  
New York-Queenstown-Liverpool.  
Teutonic ... Feb. 6    Oceanic ... Feb. 27  
Baltic ... Feb. 13    Teutonic ... Mar. 6  
Majestic ... Feb. 20    Baltic ... Mar. 13

**TO THE MEDITERRANEAN VIA AZORES**  
**From New York**  
 Cedric ..... Feb. 16, 8.30 a.m. } 21000  
 Celtie ..... March 2, 7 a.m. } Tons  
 Cretic—Mar. 30, noon; May. 9, June 20.

From Boston.  
 Republic—Feb. 2, 1 p.m.; March 16.  
 Canopic—Feb. 23, 7 a.m.; April 10.  
 Full particulars on application to  
**H. G. THORLEY,**  
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## TO EXCAVATORS

ing west in rear of No. 153 Yonge street, and doing all the necessary EXCAVATION WORK required, at a price per cubic yard, in connection with the erection of a NEW WAREHOUSE. Contractor to state in his tender what he will allow for old material. Plans can be seen and all other information obtained at the office of the Architect.

To-morrow evening the Laurier Club will hold its regular semi-monthly meeting in Broadway Hall. The sub-

ect, "To What Extent is it Advisable  
for Municipalities to Own and Oper-  
ate Public Utilities?" will be discussed  
after a brief address from Dr. James  
H. H. H.

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor discoloration and small dark spots, characteristic of old paper. The right edge of the page is dark, indicating it is part of a bound volume.

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## R. H. McWilliams President Of National Cement Company

Flattering State of Operations  
Reported at the Annual Meeting  
Yesterday - Sales Almost  
Reach the Half-Million Mark.

The National Portland Cement Company, Limited, held its annual meeting yesterday in the Labor Temple assembly rooms, with a large and representative attendance of its shareholders. During the year the sales of the company reached a total of \$441,744, without a single bad debt. The company during the year acquired a marl bed, contiguous to the mill, which will give the advantage of two trunk lines for export and distribution, and thus materially enlarges the horizon for the company's market, besides ensuring a supply of marl which, at a conservative estimate, will outlast 25 years, working at an output of from 350,000 to 400,000 barrels of cement per year. This gratifying prospect, based on the most careful calculations of experts, will place the company among the most permanent dividend paying industries of the kind that our cement resources have yet given birth to, as well as giving it the superior advantage of sale, as a result of being known to be always in position to fill unlimited orders up to any required quantity.

The president, R. H. McWilliams, stated at the meeting yesterday that he and his colleagues, Mr. McGraw, had carried out their duties with a single eye to the company's interest, and by the application of organization, system and unflinching attention, had increased the output to a very considerable degree.

**Future is Certain.**  
The property possessed by the company was one that well managed and intelligently directed, could not fail to increase its reputation as a profitable and dividend-paying industry. The very

F. McLaren, M.P., S. G. McKay, C. N. Dyer, both the afternoon and evening meetings were harmonious and expressive of high gratification of the high road to prosperity that the company is fairly entered upon.

**A Real Success.**  
A successful man is the man who does things, and when he has done them they do not need to be undone. This definition has its concrete exemplification in the person of R. H. McWilliams, president and managing director of the National Portland Cement Co. of Canada, Limited. In eight months of actual running, as the facts presented to the shareholders' meeting in the Labor Temple Building yesterday proved, he has been able to increase the output of the mill at Durham, very considerably, pay a ten per cent. dividend and present a handsome surplus. This is doing things.

The great success of the National Portland Cement Co. of Durham is due, first of all, to the engineering organization and executive ability of Mr. McWilliams, assisted at all points by George A. McGraw, his chief of staff, and the other experienced and competent members of his engineering force. This mechanical staff is composed of tried and true workmen, who have been instrumental in installing some of the best dividend-paying cement plants in Canada and the United States. Among other mills they have been instrumental in erecting, equipping or running, are the National Portland Cement Co. of Durham, Ontario; the International Cement Co. of Ottawa, Ontario; the Southern States Portland Cement Co. of Atlanta, Ga.; the Caledonia Cement Co. of New York State; and the Peerless Portland Cement Co. of Union City, Mich.

The best tribute to the capability of Mr. McWilliams' engineering staff is that when they have installed a plant in a cement mill it has been installed completely, and what they have done has never had to be done over again.

of all other mills must measure. The business of the plant has gone up with leaps and bounds, until to-day one-half of the present year's output has already been contracted for at top prices.

It is significant of the desire of Mr. McWilliams and Mr. McGraw to be entirely up-to-date and progressive in their methods, that last year they visited all the leading cement plants in the United States to gather new ideas, and with their long experience in the cement business, to weld them into proper shape to fit the conditions existing at Durham.

**In the Forefront.**  
Altogether, the annual meeting of the shareholders of the National Portland Cement Co. has added honors upon Mr. McWilliams and his engineering staff and places him in the forefront of cement manufacturers in America.

## MILITIA ON STRIKE DUTY WHO SHOULD PAY COSTS?

Senators Discuss a Motion Making  
Federal Government  
Liable.

Ottawa, Jan. 23.—(Special.)—In the senate today, papers referring to the calling out of the militia in the strikes at Buckingham and Hamilton and were moved for by Senator David.

He said three years ago he had offered an amendment to the militia act, providing that the federal government should pay the cost of militia called out to deal with strikes or other emergency property. The amendment would have carried but for an intimation that in the next session the minister of militia would introduce a similar amendment. That had not been

trouble reaching the point of destruction of property or bloodshed. Small municipalities could not afford to call out soldiers to keep the peace and postponed so doing until too late.

**Case More Strikes.**  
Senator Power thought the proposed change would result in more strikes, for municipal officers would not try so hard to prevent strikes if the municipality did not have to foot the bill. The resources of the civil power should

be exhausted before the militia were called on. Rioters should be punished by police batons rather than that bloodshed should flow from soldiers' bayonets and bullets.

Senator McMillen thought the municipalities should pay as at present, otherwise municipal officers would be liable to influences which would not produce the best results. It would not be fair to compel rural municipalities to help pay the cost of keeping order in cities and towns.

Senator Sullivan said it was unfair to compel a municipality to pay for the settlement of labor troubles for which they were no more responsible than it occurred in the boundaries, than was the rest of Canada. What had Buckingham to do with the riot that occurred there?

Senator Cloran said the minister of militia had told him several years ago that an amendment along the line suggested by Senator David would be introduced in the next session.

He said that in the meantime, municipalities were frequently engaged on public works, like canals and railroads. Would it be fair to make the municipality pay the cost of putting down trouble between the employer and these men, with neither of whom the municipality had anything to do?

**Municipal Authorities Blamed.**  
Hon. Mr. Scott said he could not concur in the proposal that the government should relieve municipalities of the cost of calling out the militia to deal with strike riots. At Buckingham and at Hamilton, the trouble seemed to be confined to two bodies of citizens in the municipality. In both cases the municipal authorities seemed to have been guilty of supineness at the beginning. Neither case served to indicate that a change in the law was needed.

The proposal to amend the act to provide for the government paying the cost of militia in strikes where the trouble makers were strangers to the municipality was different. He would not say this might not be done.

Fifteen shot machines, which the police consider aids to gambling, have been taken out of the city.

The annual meeting of County Lodge O. L. L. will be held the first Tuesday in February.

The Jewish branch of the Socialist Party held a concert in St. George's Hall last evening, at which James Simpson and Abraham Blanesky spoke. Musical diversions were furnished by Miss Bregman, Miss Clara Teich, Joseph Cephan, H. Ross S. Goldberg and Mrs. Goldberg.

**Free to Men Until Robust Health, Strength, and Vigor is Regained**

Happy, glorious Manhood—the strength that pushes the world! Success in its completeness. And what is weakness, failure, despair? But why be weak, when a cure is within your reach for the asking? All men with very few exceptions were made strong and should be so through life. Many have abused this grand privilege and thus disipation have become weaklings, puny, lack confidence, can't face the slightest difficulty, have drains, losses, impotency, varicocele, rheumatism, lame back, etc., and are more miserable in the hands of their associates.

deplorable, but all these men can be made full of strength, vigor and life if they will only turn to the right source. Electricity cures these cases. I have been curing thousands every year for nearly forty years. So positive am I of what my world-famous Dr. Sander Electric Balm will do that if you will call or send for one you can see it

**FREE UNTIL CURED.**

Not a penny on deposit or in advance. I will take your word for results, and only charge price of bottle—many a cure for as little as 6¢.

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THE  
STERLING BANK  
OF CANADASAVINGS DEPARTMENT  
AT EACH BRANCHWHEAT OPTIONS STRONG  
AT A SHARP RECOVERYWheat Options Exert More Interest  
in the Various Markets -  
Cables Are Firmer.World Office,  
Wednesday Evening, Jan. 23.Liverpool wheat futures closed today 1/4  
higher than yesterday, and corn 1/8  
higher. May wheat closed 1 1/2 higher,  
and May corn 1/4 higher.Chicago, May wheat closed 1 1/2 higher,  
and May corn 1/4 higher.St. Louis, May wheat closed 1 1/2 higher,  
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## CATTLE MARKETS.

Cables Unchanged - Cattle 10 Cents  
Lower at Chicago.New York, Jan. 23. - Receipts - Receipts,  
1228; good to choice - steady to  
strong; medium slow to a shade lower; bulls  
steady to 10c higher; cows steady to firm;  
all sold; steers, \$4 to \$5.00; calves, \$4 to  
\$5.00; hogs, \$4 to \$5.00; pigs, \$4 to \$5.00;  
city dressed veals \$8 to \$10 per lb.; few  
any do, 14c; country dressed, 7 1/2c to  
13c.Calves - Receipts, 1291; choice veals  
steady; others easier; bayonet calves  
weak; western 25c lower; one car shorn;  
Veals, \$5 to \$5.75; choice, \$10; calves, \$4 to  
\$4.75; bayonet and fed calves, \$3.25 to \$4;  
western, \$3 to \$4.50; dressed calves, \$3 to  
\$4.75; city dressed veals \$8 to \$10 per lb.; few  
any do, 14c; country dressed, 7 1/2c to  
13c.Sheep and Lambs - Receipts, 4367; head;  
13 cars on sale; sheep dull; lambs steady;  
good stocks steady; medium grades easy;  
1/2 cars unsold; sheep, \$3.50 to \$5.50; calves,  
\$3 to \$4.75; hogs, \$4 to \$5.00; pigs, \$4 to \$5.00;  
city dressed veals \$8 to \$10 per lb.; few  
any do, 14c; country dressed, 7 1/2c to  
13c.Hogs - Receipts, 7000 head; 200 on sale;  
firm and higher; steady; city dressed  
hogs, \$4.75 to \$5.75; pigs, \$4 to \$5.00;  
city dressed veals \$8 to \$10 per lb.; few  
any do, 14c; country dressed, 7 1/2c to  
13c.

## Montreal Live Stock.

Montreal, Jan. 23. (Special). - Receipts  
were 700 cattle, 23 milch cows, 800 hogs,  
100 sheep and lambs, and 200 pigs. In  
addition to the above there were a number  
of carloads detained on the way, which did  
not reach the market until late in the after-  
noon, and the drovers complained bitterly.  
The feature of the trade was the weakness  
of the market for live hogs, and prices  
declined 20c to 25c per cwt. The demand  
was good and selling prices were made  
at \$7.25 to \$7.40 per cwt. weighed  
off cars. There were no really prime  
hogs on the market, and the few good  
ones were sold at \$7.25 to \$7.40 per cwt.  
The highest price paid, and from that down  
to 35c per lb. for pretty good cattle, while  
the common stock sold at 25c to 35c.  
There seemed to be little demand for milch  
cows, as the weather was rather cold for  
driving them any distance. A few good  
lambs were sold at about 6c per lb., and  
sheep at 4c to 4 1/2c, while calves brought  
\$3 to \$5 each.

## Chicago Live Stock.

Chicago, Jan. 23. - Cattle - Receipts,  
27,000; market 10c lower; common to prime  
steers, \$4 to \$5.00; cows, \$2.75 to \$5; half-  
cows, \$2.50 to \$5; bulls, \$2.75 to \$5; calves,  
\$2.75 to \$5.75; stockers and feeders, \$2.50  
to \$4.50.Hogs - Receipts, about 40,000; market a  
shade lower; prime shipping grades, \$6.00 to  
\$6.75; choice heavy, \$6.75 to \$7.00; mixed,  
\$5.75 to \$6.00; packing, \$5.00 to \$5.75; assort-  
ed, light, \$4.50 to \$5.00; pigs, \$4 to \$5.00;  
bulk of sales, \$5.00 to \$6.00.Sheep and Lambs - Receipts, about 22,000;  
market steady; heavy, \$4.50 to \$5.00; mixed,  
\$4.00 to \$4.50; yearlings, \$4.00 to \$4.50; lambs,  
\$5.75 to \$6.00.

## East Buffalo Live Stock.

East Buffalo, Jan. 23. - Cattle - Receipts,  
100 head; slow; shade lower; prime steers,  
\$5.00 to \$5.75; mixed, \$4.50 to \$5.00; but-  
chers, \$4.00 to \$5.00.Veals - Receipts, 100 head; active and  
steady, \$4.25 to \$5.00.Hogs - Receipts, 2000 head; fairly active;  
pigs lower; others 5c higher; heavy  
and mixed, \$7.00 to \$7.50; stockers, \$7.00  
to \$7.50; pigs, \$7.25 to \$7.50; roughs, \$6 to \$6.50;  
sheep, \$4.50 to \$5.00.Sheep and Lambs - Receipts, 8000 head;  
sheep active and steady; lambs slow and  
\$5 to \$5.75; mixed, \$4.50 to \$5.00; year-  
lings, \$5.00 to \$5.75; wethers, \$5.50 to \$5.75;  
ewes, \$4.75 to \$5.25; sheep, mixed, \$3 to  
\$3.25.

## British Cattle Markets.

London, Jan. 23. - Receipts at London  
markets are higher at 10 1/2c to 12 1/2c per lb.,  
dressed weight; refrigerator beef is quoted  
at 9c to 9 1/2c per lb.

## PRISON GATE WORK.

What Salvation Army Is Doing to  
Reclaim the Man Who Has Erred.Some interesting figures of the  
prison gate department of the Salva-  
tion Army are given as to the work  
done by this department in the  
month of January.

## Interviews with prisoners - 18,971

## Prisoners met on discharge - 837

Discharged prisoners given em-  
ployment - 685Prisoners expressed desire to live  
new life and seeking our help - 1,372Number meals given ex-prison-  
ers - 2,506Number of night's lodging given  
ex-prisoners - 1,011Number of pieces of clothing  
given ex-prisoners - 886Number fares or part fares paid  
for ex-prisoners - 373Number of men given employ-  
ment in Toronto - 2,536Commissioner Coombs, commander-  
in-chief of the Salvation Army in  
Canada and Newfoundland, is desir-  
ous that the coming year shall be  
even better for the prison gate de-  
partment. This branch is under the  
direct management of Lieut.-Col. Pugh-  
erty, who has just returned from his  
1,000 miles tour with the commission-  
er, during which trip he has visited  
nearly every prison and penitentiary  
in the Dominion.The colonel is ably assisted by Staff  
Captain and Mrs. Fraser, who spend  
a great deal of their time at the Cen-  
tral Prison, visiting the men in their  
cells and leading many to a better  
life, while serving their term in prison  
and meeting them on their discharge,  
and helping them to secure situations,  
thus giving them another start in  
life.A representative of the department,  
Captain Marshall, visits the police  
courts every morning, and is often en-  
abled to help first offenders and such  
as the magistrate or crown deem wise  
to hand over to the Salvation Army's  
care, and quite a number of men have  
been helped and advised and work  
found for those who wanted employ-  
ment.

## Has a Better Job.

Washington, Jan. 23. - Chairman  
Shorts of the Isthmian Canal com-  
mission has been named to assume charge  
of the Ryan-Belmont Rapid Transit  
interests in New York.

## Fatal Train Wreck.

Ogden, Utah, Jan. 23. - One man was  
killed and 25 injured, nine fatally, last  
night when a Southern Pacific train  
was derailed near here.

## New Mexican Railway.

Salina, Cruz, Mexico, Jan. 23. - The  
Tehuantepec National Railroad was  
formally inaugurated today by Presi-  
dent Diaz.

## Wood's Rheumatism.

The Great English Remedy  
for Rheumatism, Gout, Gravel, Sciatica,  
Nervous System, makes new  
blood, cures all these troubles, and  
restores the system to health. Price  
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