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The new types, without horns, are especially popular just now. They are made in artistic designs from a variety of beautiful woods. The one shown here is extremely moderately priced. It is called the Amberola VI. It plays the new Blue Amberol records, with all their remarkable beauty of sweetness and volume, with all their range of program. It is fitted with the diamond reproducing point that never wears out and never needs changing. An Edison is a permanent gift—one that will be a lasting pleasure for years to come. Can you imagine a more practical gift—or one that will bring more real delight to those you love?

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The Leading Flour & Feed Man. MARKDALE

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A large assortment to choose from.

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Opens January 5th in all departments of the CENTRAL BUSINESS COLLEGE, Yonge and Gerrard Streets, Toronto. Our Catalogue explains our superiority in Equipment, Staff, Methods and Results. You are invited to write for it if interested in the kind of school work which brings best success. Address W. H. SHAW, President. Mention this paper.

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WINTER TOURS TO THE LAND OF SUNSHINE AND SUMMER DAYS.

At this season of the year a great many are planning their winter tours. Considerable numbers annually visit the ever-popular California Resorts; while many prefer the flowers and sunshine of Florida, together with the very even climate.

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The Canadian Pacific Railway offers particularly good service to Detroit, where direct connection is made for Florida, via Cincinnati, Ohio, and Atlanta, Ga. Jacksonville, Florida, is reached second morning after leaving Detroit. Excellent connections for Florida can also be made via Buffalo.

The Canadian Pacific-Wabash route will be found the ideal line to Chicago, where direct connection is made for the Southern States. New Orleans is reached second morning after leaving Toronto.

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The Dining, Parlor and Sleeping Car service between Toronto, Detroit and Chicago is up-to-date in every particular. Connecting lines also operate through Sleeping and Dining Cars.

Those contemplating a trip of any nature will receive full information from any C.P.R. Agent, or write M. G. Murphy, District Passenger Agent, Toronto. 22tf

HYDRO ENGINEERS WILL INVESTIGATE AND REPORT UPON COST OF RADIAL

Enthusiastic Meeting at Guelph.—25 Northern Municipalities Endorse Hon. Adam Beck's Scheme for Preston-Guelph-Georgian Bay Electric Line.—Municipalities May Vote Later, if Scheme is Feasible.

A large and enthusiastic meeting and banquet was held in Guelph on Tuesday evening, December 9, to learn all about the Hydro Electric Radial Scheme. This was attended by over 250 delegates representing the districts interested, which includes Guelph, Fergus, Elora, Mount Forest, Dundalk, Flesherton, Markdale, Owen Sound, Meaford, Thornbury, Collingwood and intervening municipalities.

The banquet was given in the splendid Y.M.C.A. building by the City and Board of Trade of Guelph and proved an unqualified success.

We want the Hydro Electric Railway,
We want it bad,
We want it now,
Altogether, and we'll get it,
Let's have it

these were the phrases painted in large letters upon streamers that decorated the auditorium.

A UNION FORMED.

The 25 municipalities represented formed themselves into a union to be known as the "Hydro-Electric Radial Union of Western Ontario," whose purpose is to "uphold the hands of the Hydro Commission, and place an organization at their elbow." This union is open to receive membership from any other municipalities in the western section of the Province in entire sympathy with its objects. Those objects are set forth as the "dissemination of useful information and giving assistance to the commission in the gathering of necessary statistics, for campaign purposes, to educate every citizen in order that the municipalities, when asked to guarantee bonds to build the line, will respond unanimously."

Officers of this union for the forthcoming year are: Hon. Adam Beck, honorary president; J. N. Lyon, president of Guelph Radial Railway, president; Mayor Carter, first vice-president; G. Powell, Hamilton, secretary-treasurer. Vice-presidents were added from 12 districts: H. W. Ironsides, Puslinch; Geo. Forbes, Hespler; Jas. Rooch, Arthur; A. A. Armstrong Fergus; W. S. Middlebro, M.P., Owen Sound; John Bernie, K.C., Collingwood; M. K. Richardson, Flesherton; S. Bell, Dundalk; Geo. J. Thorp, President of Guelph Board of Trade; Alex. Simmers, Vice-Pres. Guelph Board of Trade; B. J. Ball, Hanover; Udney Richardson, M.P.P., Elora, together with the reeves of the municipalities interested.

MAKERS OF HISTORY.

After hearing the representatives of the more outlying districts tell of the hardships brought upon them in the past for lack of adequate transportation facilities, the shower of eulogies heaped upon Mr. Beck came quite naturally, and the term "history-making epoch" fitted in without a jar.

The proposition as yet is recognizedly quite indefinite. What the people have asked, in a petition to Mr. Beck, backed by 250 representative citizens, is that a radial start at some point in the south, preferably Hespeler, run through Guelph via Mount Forest through Grey County and from there find one of three possible terminals on Georgian Bay, Meaford, Collingwood, or Owen Sound. At the same time, spur lines might branch off to adjoining population centres, and along the districts where the lines were run the farms could be supplied with both light and power. That much the Minister of Electricity promised—provided the people vote for it.

As for the message of the Hon. Adam Beck, it was not all optimistic. While elucidating the great possibilities of electricity in the aid of development, he did not seek to minimize the responsibility which must rest upon those districts which vote their demand for power. As the matter now stands, the promise of Mr. Beck is that the engineer of the Hydro Commission will be placed upon the scene, the four counties will be surveyed, several possible routes will be planned out, estimates of cost drawn up, and these will be furnished the municipalities, free of expense to them, to be voted upon. From that point, the future of the northern counties rests with the people themselves. They must choose their own route, or reject all.

GIVE BECK A CHANCE.

"All I ask as chairman of the Hydro Commission," Hon. Mr. Beck added, "is an ample opportunity of discussing the principles involved, and I take this demonstration as indicating a feeling of confidence, which the people in the north have both in the Hydro-Electric power and in their own bility to finance an undertaking which is unique the world over. The Hydro has had an enormous and unprecedented success and it has had that energy behind it which merits success."

The speakers preferred not to elaborate upon the details of the movement, since in this instance they were so unsettled, but would rather point out to them as an illustration the success already met.

"When we began the lighting undertaking we had in mind a threefold purpose—to convert a national resource to the sole benefit of the people, to eliminate the promoter, to eliminate the speculator who seeks to purchase bonds at a low figure, and to eliminate the issuing of enormous quantities of stock as in the case of private companies. We had in mind not only to supply cheap electricity, but to supply at the same time the operation of public utilities, such as the pumping of water, the disposal of sewage, the running of street railways, and the taking of light and power to the farms. This success which we are anticipating to-night all evolves from another night in Berlin in 1902 when we fought the battle and won. Now this is your battle, but it is a different one, because you stand upon a pinnacle of success not equaled the world over. We drove the last nail into the coffin of the opposition when Walkerville voted for the Hydro. Notwithstanding the support of the Edison interests, which made itself strongly felt across the river from the American side, only 33 voted against us.

TESTING OUT RADIALS.

"Now we are about to renew our efforts," Hon. Mr. Beck continued, "not in that fight, but to learn in a business way whether this new proposition is a feasible one and to apply it to the various sections in such manner that electricity may become a more economical factor."

It was pointed out that the Markham—Port Perry line was an example. These were the first citizens who had appealed to the Hon. Adam Beck for radial accommodation. In response to their request, the Hydro had estimated on the cost of forming a line which would be self-sustaining, for burdens must not be thrust upon the people.

SYSTEM WITHOUT BURDEN

"What we have in mind," Mr. Beck resumed, "is a system which will not place any burden upon the public, but which will stand upon its own merits. I do not say we can, but we have given estimates and we hope to be able to speak of results which will bring back life to the farms, which will prevent the young men and the young women being attracted away to the cities. We can run a main line, carrying a voltage of 44,000, and can spur-line this for twenty miles in any direction, and supply at the same time light and power to the farms for eight miles on either side of all those lines from the same source of energy which will run the railways. So, as a co-operative undertaking, you have an enormous saving in cost and power."

Hon. Mr. Beck sketched over the text of the bill he put through the Legislature at last session, pointing out the opinions, as to construction, which that bill provided for the building municipalities, that is: A local commission might be appointed to oversee the construction, or the Hydro Commission might be asked to take over the construction, or the Hydro could construct and the municipalities operate, or vice versa—the whole object being to give the districts the scheme of operation which they thought would be most advantageous to them.

HYDRO THE TRUSTEES.

"We have provided you the fundamental principles," the speaker continued, "and not a make-believe legislation to jolly you along. You are the financiers, we act as trustees. It must be a direct dividend earner to the farmer. The scheme does not intend that any money shall go to the promoter, no money goes to the man who sells the bonds. In this we have honest administration which will benefit the whole people."

Following out the line of the Markham—Port Perry illustration, Mr. Beck pointed out that the first estimate was around $2,500,600. Since then, the engineers had gone into the matter more fully, were convinced that the 80 miles of railway could be constructed much more cheaply than that, and still provide a surplus, over operating of $74,000 annually. Mr. Beck further emphasized the possibility of getting cheap debentures by handling the money through the Government, for he did not attempt to skip over the point of a possible deficit.

DEFICIT FROM TAXES

"If there should be such a thing as a deficit," he pointed out, "the bill states that this shall be made up in taxes. You must go into this thing with your eyes wide open—just as Guelph went into the matter of Hydro lighting. But just now you are piling up huge assets from that system, and in ten years' time I feel confident we will see between $25,000,000 and $30,000,000 invested in the Hydro-Electric radials throughout Ontario. It will not be expended, it will be an investment, a wealth-making, pride-making investment."

Similar optimistic speeches were made by more than a score of enthusiasts from the different districts.

OTHER PLACES HEARD FROM.

G. B. Ryan stated that the movement was started in Guelph six weeks ago. "It is the biggest proposition that has knocked at our front door for years to come, and it is welcome to walk in, although it will cost millions of dollars. But we have a man big enough to think in millions in Adam Beck." (Applause.)

W. S. Middlebro, M.P., Owen Sound, followed up Adam Beck's line of argument for the system, in that it would help the farmers. He stated that the Port Perry line was estimated to cost $35,000 a mile.

"We are not advocating our route to the exclusion of other municipalities," he concluded, referring to the three alternative places for a terminus, "but every man likes to see his own town prosper. It is as Brutus said: "It isn't that I love Cæsar less, but that I love Rome more!"

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Ald. Joseph Roach, of Arthur, stated that the farmers round his town had converted a wilderness into fertile land, and yet were looking for a Moses to lead them out of the desert. (Laughter.) "We have a fertile country up there," said he, "and a people that is aggressive and progressive and up-to-date farmers, and that will mitigate a long way against the cost of the construction of this road. The people in the north country are behind this body and soul. (Applause). They cannot build it on their own resources, but they have the money and are willing to contribute their fair share of the burden of the cost." (Applause.)

"We are 25 to 30 strong here from Collingwood, and if that road is built it's got to come to Collingwood," stated John Bernie, K.C. "We have Hydro-Electric up there now—the only one that's got it, and that should give us some priority. The people of Collingwood are crying out for this railway. Let's go all together and we'll get it."

Euphrasia Council.

The Council met at the Township Hall, Rocklyn, on Friday, the 14th Nov., all members present, Reeve in the chair, minutes of last meeting read and confirmed.

Cook—Hutchinson—That the Reeve interview J. H. Gardner re account rendered and explain matters to him, and report at next meeting.—Carried.

Manarey—Davis—That the sum of $3.50 be refunded to Wm. Hawkens, error in his assessment in 1912.—Carried.

Davis—Hutchinson—That J. J. Cook have all brush and rubbish cleared from 11th line at lot 22 as soon as possible.—Carried.

Manarey—Cook—That J. M. Davis get list of subscribers added to the Euphrasia Telephone System, and when received hand over note to the Commissioners.—Carried.

Cook—Manarey—That the Treasurer receive from Geo. Hutchinson $3.50, proceeds of tile sold to J. G. Vickers.—Carried.

Cook—Hutchinson—That J. W. Patton and T. I. Fawcett be appointed auditors and that they commence their duties on the 16th Dec. and audit to date; also to audit from Dec. 14th to end of the year. And that they receive the sum of $15.00 each for their services.—Carried.

By-Law No. 25, borrowing $2000 from Rebecca Kerr, No. 26, borrowing $2000 from Sarah Jane McConnell, No. 27 borrowing $1000 from Ann Reed, No. 28 borrowing $2000 from John Canack, No. 29 borrowing $800 from Jas. Nelson, No. 30 appointing Deputy Returning Officers and Poll Clerks, were passed.

The following accounts were ordered to be paid: R. Lawrence, for work on 4th line, $14.02; John Buskin, for sheep killed by dogs, $8.00; Fred Collis, for sheep killed by dogs, $34.33; R. Carruthers, for inspecting sheep, $1.00; J. Manarey, for inspecting sheep, $3; J. T. Miller, for selecting jurors, $3; J. Clugston, for selecting jurors, $3; N. L. Curry, selecting jurors, $3.00; Geo. Merryfield, refund of taxes for error in assessment, $1.54; J. Merryfield, refund of taxes for error in assessment, 91c; Joseph Loufheed, Euphrasia's share for work on townline north, $3.50; J. T. Miller, Telephone message to the House of Refuge, 25c; J. Spike for conveying A. Mellenan to House of Refuge, $2.00; Jas. Ferris, for drawing tile and putting in culvert on 4th line, lot 3, $4.00; A. Latter, for repairing valley road, $7.00; R. Ratcliffe, for work at lot 9, con. 4, $7.80; D. Wallace, for work on 6 sideroad, $7.02; H. Hurd, for work at lot 9, con. 4, $2.35; E. Gilbert, for work at lot 8, con. 4, $2.50; W. S. Bishop, account for lumber, $5.05; W. J. Cornfield, for work on 4th line, $2.00; J. Fawcett, for drawing timber to lot 9, con. 4, $1.25; J. Haines, for ditching at lot 11, con. 4, $2.00; W. H. Sloan, to pay for work at lot 3, con. 4, $8.70; A. Manarey, refund of dog tax, $1.60; R. McMullen, Euphrasia's share for gravelling swamp on townline south, $30.37; Jas. White, for 111 feet rock elm plank, $5.29; A. Fawcett, for 38 yds. gravel, $7.60; Geo. Cruickshank, grant to Heathcote sidewalk, $15.00; Geo. Cruickshank, day man and cement mixer, $5.50; A. Dawn, for ½ barrel cement, 80c; J. R. Fawcett, for material and repairing 3 culverts, $10.30; J. R. Fawcett, for straightening river, $10.00; Alex. Semple, for 58 yds. gravel, $11.60; J. J. Cook, to pay for material and repairing bridge lot 25, con. 7, $3.46; Jas. Fleming, for 8 yds. gravel, $1.60; Lewis Knight, for inspecting sheep, $1.00; R. Williamson, account for repairing culvert and snow fence, $11.77; I. Brown, to pay for work in his road division, $26.25; Geo. Harbottle, for work on 3rd line, lot 2, $10.25.

The Council adjourned until the 15th December.

N. L. Curry, Clerk.

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SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Public Building, Hanover," will be received at this office until 1.00 P.M., on Monday, December 22, 1913, for the construction of a Public Building at Hanover.

Plans, specification and form of contract can be seen and forms of tender obtained on application to the Postmaster at Hanover, Ont., at the office of Mr. Thos. Hastings, Clerk of Works, Postal Station "F" Toronto, and at this Department.

Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied, and signed with their actual signatures, stating their occupations and places of residence, in case of firms the nature of the place of residence of the firm must be given.

Each tender must be accompanied by an accepted cheque on a chartered bank, payable to the order of the Minister of Public Works, equal to ten per cent. of the amount of the tender, which will be forfeited if the party tendering decline to enter into a contract when called upon to do so, or if he fail to complete the work contracted for. If the cheque or money accompanying tender will be returned.

The lowest or any tender not necessarily accepted.

By order,

R. C. DESROCHERS,
Secretary.

Department of Public Works,
Ottawa, Nov. 29, 1913.

Newspapers will not receive this advertisement without the authority of the Department—Not to be published in any newspaper claiming to be the Official Gazette.

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Men and women who do not want a luxuriant hair free from dandruff and distressing scalp troubles, the cause of most premature baldness, should be admirations of all who see it.

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