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APRIL.

O what's been the matter with April! He seems to be changing of late, His moods have been fickle and varied As if he were feeling irate.

His system has seemed out of order, Who can diagnose his disease? Becoming indeed quite a nuisance, His victims determined to tease.

His promises none could rely on, Illusive, uncertain and glum; All nature has bowed to his mandates, Belated, and hindered become.

Yet sometimes so smiling and genial, Then hope in the human breast dawns, When lo! a swift snow blizzard darkens, And white covers gardens and lawns.

Alone the loud wind in its fury Blows wildly the on-sweeping gale, While rain floods through frosty air filling, Soon changes the liquid to hail.

And thus are spring plans quite frustrated, Poor mortals so helpless must wait; His game of bo-peep to be ended, And hope he will soon emigrate.

His stay has been marked in past decades, With trees overladen with green, Intermingled with fruit-growing blossoms, Bare branches no where to be seen,

But now all is bare and unsightly, Not a leaf or a bud can we spy, As though fearful of leaving their shelter, Lest they should be frozen and die.

We're glad that his term is expiring, With pleasure we bid him good-bye; Will not soon forget his strange antics; The Savants may give reasons, why.

(MRS.) P. L. GRANT.
Richmond Hill, April 25, 1907.

MR. CAMPBELL'S SPEECH.

As Mr. Arch. Campbell, M. P. for Centre York, has been sharply criticized by some of the City papers for the stand he took in Parliament relative to the Radial Electric Railway Company's bill, we give below his speech taken from Hansard—Ed.

MR. CAMPBELL. In reference to the point raised by the hon. member for North Toronto (Mr. Foster), I may say that this Bill was introduced in the Senate, passed the Senate and came down to the House of Commons. I cannot say whether due notice was given of it or not, but I presume that the Senate would hardly have passed it and sent it down to us unless notice had been given. In reference to the point raised by the hon. leader of the opposition, it will be seen that the Bill gives the company power to build a bridge across that river; also a line from the city of Hamilton to Niagara river, with power to build a bridge across that river, or to enter into an agreement for running rights over any bridge across the said river already or hereafter constructed; also to build a line from the city of Brantford to a point on the Detroit river, at or near Windsor, with power to construct, maintain and operate ferries across the Detroit river. In order to obtain these powers, I understand that it will be necessary to declare the work to be a work for the general advantage of Canada. In reference to subsection (c) of section 4, I may say that there was considerable objection to that clause being put into the Bill, but after consideration the committee allowed it to pass without any amendment. In the latter part of section 3 the company ask for power to build into the city of Toronto. That was struck out at the request of the promoters, and the words "at or near the city of Toronto" were substituted. In section 6 the company asked for the right to purchase right of way and terminal station buildings in the city of Toronto. That also was struck out at the request of the promoters. While on my feet I may say that I personally was very much opposed to the striking out those provisions. The country I represent is surrounding the city of Toronto. The city of Toronto is the metropolis of Ontario. The counties all over the province of Ontario contribute very largely of public money to build up the city of Toronto. In the very estimates which we have before us there are very large sums of public money proposed to be expended for providing better postal arrangements in the city of Toronto, enlarging the armouries, deepening the channels and extending piers, and in other ways improving the city. The city of Toronto would be no good at all without the country around it. Now, the interests are mutual. The people from all over the province of Ontario want to get into the city of Toronto; they have a right to get in there; they want to take steamers to Montreal and to other points; and I think some arrangement should be made whereby they can get in. As it is to-day people

coming in on the Mimico line along the lake shore, the Lambton Mills line, the Weston line, the Metropolitan line along Yonge Street or the line through Scarborough and Markham, when they reach the borders of the city, are dumped down there, whether it is raining or snowing or cold or hot, and have to wait for another car.

Mr. W. F. MACLEAN. Does not the hon. gentleman think that the Ontario legislature ought to make provision for all that kind of business?

Mr. CAMPBELL. I do not care who makes the arrangement; it has to be made. I say that people from the country surrounding the city of Toronto are not going to submit to this much longer. I do not care whether it is the fault of the Toronto Street Railway Company or the corporation of the city or the provincial government; I am speaking for the people. They have submitted now for a good many years. Many women and children come to Toronto on these lines, especially on market days, with their baskets and things of that kind, and it is a very great hardship for them to be dumped in the rain or snow or cold as they often are, when they reach the borders of the city. In the city of Detroit and other American cities we find cars from a hundred miles around running right into the middle of the city. Why should we not have the same thing in Toronto? I know that the people of the city of Toronto want every obstruction removed; they want the people from one or two hundred miles distant to come and do their trading in the city. I am not prepared to say whose the fault is. If the committee had given the company the right as they should have, to run into Toronto and erect their terminal stations there, then the people all around the country could go into that city without having to submit to the inconvenience and expense of changing cars. The people of the townships of Scarborough and others represented by the hon. member for South York (Mr. W. F. Maclean), the hon. Minister of Justice (Mr. Aylesworth) and the hon. member for Halton (Henderson) and Peel (Mr. Blain), want to get into the city and these hon. gentlemen ought to stand up with me and insist on that right.

Mr. HENDERSON. The hon. gentleman ought to stand up with the hon. members for Halton (Mr. Henderson) and Peel (Mr. Blain).

Mr. CAMPBELL. I hope then we shall all stand together and insist that when our people want to go to the great metropolis of Ontario they shall be enabled to go without being compelled to change cars and wait at a junction point without shelter. We should insist on the same provisions being made that are made in every modern city in the United States. We should insist that whether you have come one hundred or five hundred miles, you should go in your railway car right to the center of the city. I do not care whether they pay another fare. The city may take control of the cars if they like; that is a minor detail. But provision must be made that these people will not be put to that inconvenience, and be able to get right into the heart of the city. It is their money which is helping to develop and build up that city, and I earnestly call on the Minister of Justice (Mr. Aylesworth) to take such steps as will result in furnishing this accommodation which the people have been desiring for years.

Maple.

This week it is our painful duty to record the death of Belle, beloved wife of Mr. A. Morrison and eldest daughter of the late Charles Nixon of Hope. She had suffered from a very long illness and until quite recently, hopes were entertained of her recovery, but in spite of the best medical aid, and loving care of friends, she grew worse and passed away on Monday afternoon. She was practically bright on Sunday and talked cheerfully with a number of friends who called to see her. On Wednesday afternoon her remains were followed to their last resting place by many relatives and friends. Besides her husband she leaves one little daughter Dorothy. All of her sorrowing relatives have the deepest sympathy in their bereavement.

Field Seeds—Rennie's improved giant sugar beet in 1 lb. packages 23 cts.; giant sugar mangel in 1 lb. packages 23 cts.; Tankard cream sugar beet in lb. packages 30 cts per lb; prize Swede turnip in lb. packages 22 cts; Elephant swede turnip in lb. packages 22 cts. Atkinson & Switzer.

News Notes.

F. G. Cox, second son of Senator Cox, died suddenly of pneumonia in Toronto early Tuesday morning. Deceased was 40 years of age.

The license commissioners have refused to grant a license to the proprietors of the new Scarborough Beach Amusement Park, who desired a beer and wine license.

To be an expert in reading human nature is just as valuable to a young lawyer as a knowledge of law; it is as valuable to a physician as a knowledge of medicine. The man who can read human nature, who can "size up" a person quickly, who can arrive at an accurate estimate of character, no matter what his vocation, or profession, has a great advantage over others.—"Success Magazine."

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Naturally makes them shrink from the delicate questions, the obnoxious examinations, and unpleasant local treatments, which some physicians consider essential in the treatment of diseases of women. Yet, if help can be had, it is better to submit to this ordeal than let the disease grow and spread. The trouble is that so often the woman undergoes all the annoyance and shame for nothing. Thousands of women who have been cured by Dr. Pierce's Favorite Prescription write in appreciation of the cure which dispenses with the examinations and local treatments. There is no other medicine so sure and safe for delicate women as "Favorite Prescription." It cures debilitating drains, irregularity and female weakness. It always helps. It almost always cures. It is strictly non-alcoholic, non-secret, all its ingredients being printed on its bottle-wrapper; contains no deleterious or habit-forming drugs, and every native medicinal root entering into its composition has the full endorsement of those most eminent in the several schools of medical practice. Some of these numerous and strongest of professional endorsements of its ingredients, will be found in a pamphlet wrapped around the bottle, also in a booklet mailed free on request, by Dr. R. V. Pierce, of Buffalo, N. Y. These professional endorsements should have far more weight than any amount of the ordinary lay, or non-professional testimonials.

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