

TOWN OF NORTH TORONTO

Toronto's Healthiest and Most Beautiful Suburb
DESCRIBED AND ILLUSTRATED BY JOHN M. LETSCHE.

A GOOD deal is being heard of this most beautiful of Toronto's suburbs, North Toronto, but few people indeed know where it is situated and when the question is asked, "Where is North Toronto?" the answer generally received is, "Well, between Bloor-street and the northern city limits. This answer is altogether wrong.

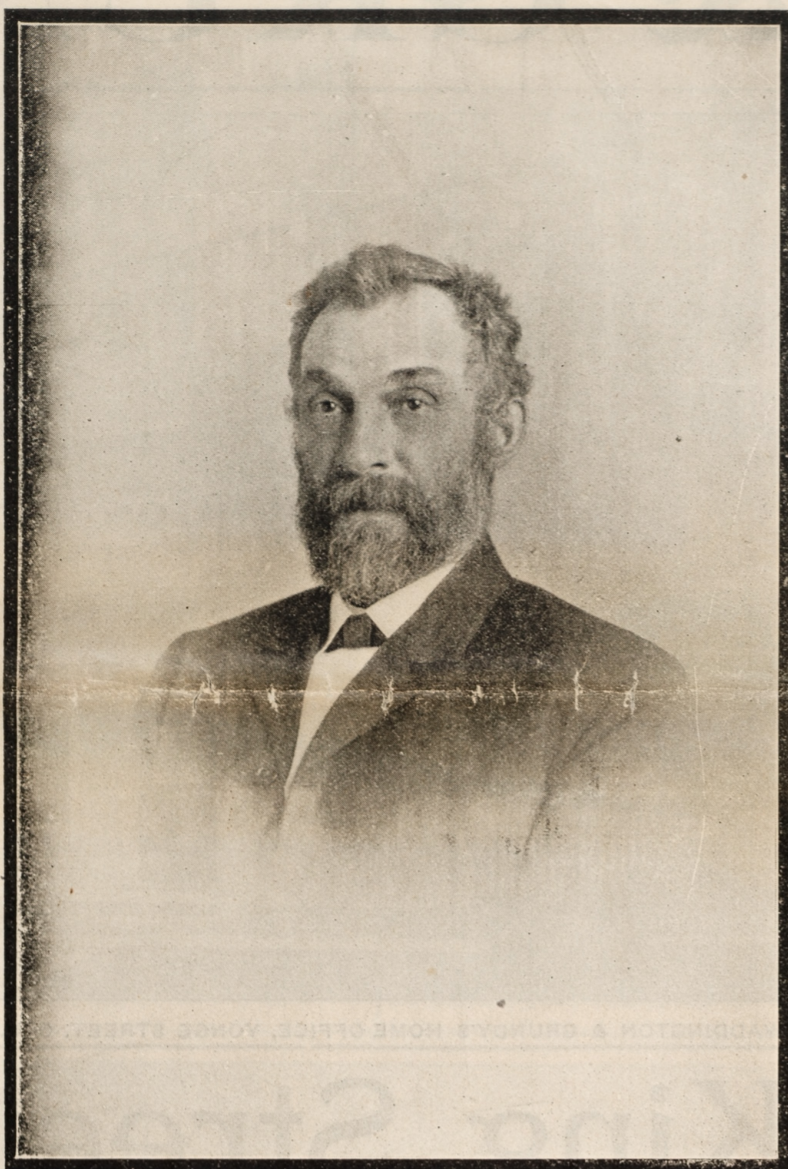
Two-and three-quarter miles north of the corner of Yonge and Queen-streets the traveler reaches the northern city boundary and enters the Township of York, that portion of it which is known as Deer Park. Continuing north on Yonge-street for another four-fifths of a mile the southern boundary of the Town of North Toronto is reached and the next three miles of Yonge-street are within the corporate limits of the subject of this description.

If the traveler leaves the boat on the Yonge-street wharf and travels five miles north on Yonge-street he will stand almost in the centre of the town, and will have reached an elevation of 375 feet above the level of Lake Ontario.

This high altitude secures the town's inhabitants pure air, as the atmosphere is not contaminated with coal smoke and other foul-smelling, disease-producing and death-dealing odors; and consequently makes it a very desirable spot to live in.

The municipality was incorporated a town by a special act of parliament in the year 1894, and the act was granted, not so much for the large population at that time, as for the area it contains, as 2500 acres of land are within its corporate limits.

At the time of the incorporation of the town there was only a village population, but now the latest census shows that 3,260 souls constitute the town's make-up. That the town enjoys prosperity can be gathered by scanning over the photographs in these columns, for few places with a like population can boast of as large a number of costly, cosy and attractive residences as North Toronto. The town is divided into three post office districts,



John Fisher, Mayor of North Toronto for thirteen years.



Municipal Building with temporary quarters of a branch of the Bank of Montreal.



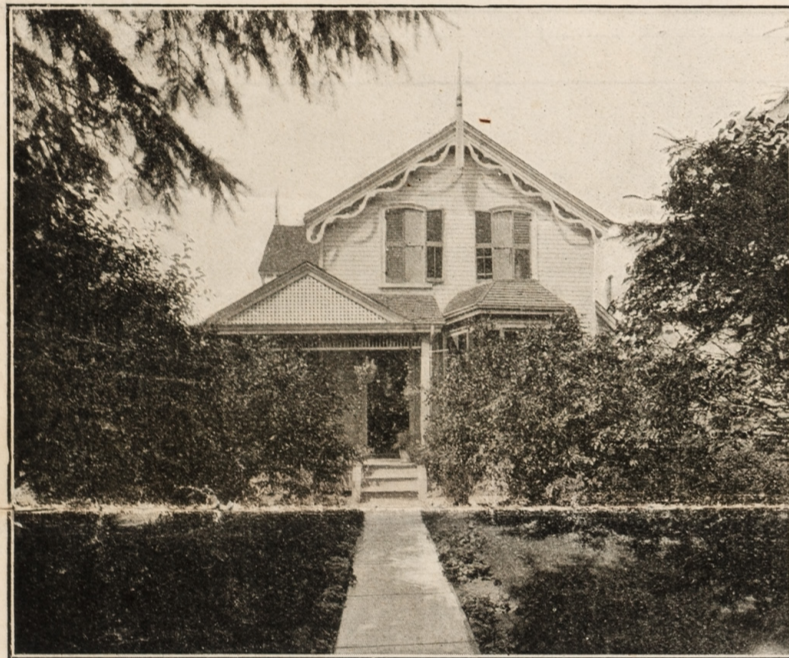
Davisville Public School, Davisville-Avenue.

namely, Davisville, Eglinton and Bedford Park.

Pure Air and Good Water.

Respecting the question of health attention has already been given to the high location of the town, thus securing fresh and pure air. Next to fresh air comes pure water, which the town has in abundance. The water works pumping station is situated at the foot of Sherwood-avenue, where the water is taken direct from the springs as it gurgles out of the hillside and is pumped into the steel reservoir 100 feet high and 20 feet diameter, with nearly 200,000 gallon capacity.

The waterworks system has made considerable headway in the last two years under the chairmanship of Councillor W. J. Lawrence. A new pump, of equal capacity with the first one, was installed last winter and as the wooden water reservoir collapsed about



Residence of Mr. Thomas Coombs, Commissioner of the Salvation Army of Canada, on Davisville-avenue.—An ideal spot for recreation after a hard day's toil.



Eglinton Public School, Erskine-avenue.



Residence and gardens of Mr. James Logie, chairman of the board of education, Erskine-avenue, Eglinton.



Grocery Store of Mr. G. E. Coon, corner Yonge-street and Eglinton-avenue.

a year ago the steel structure took its place at a cost of about \$3000. There are about twenty miles of water mains

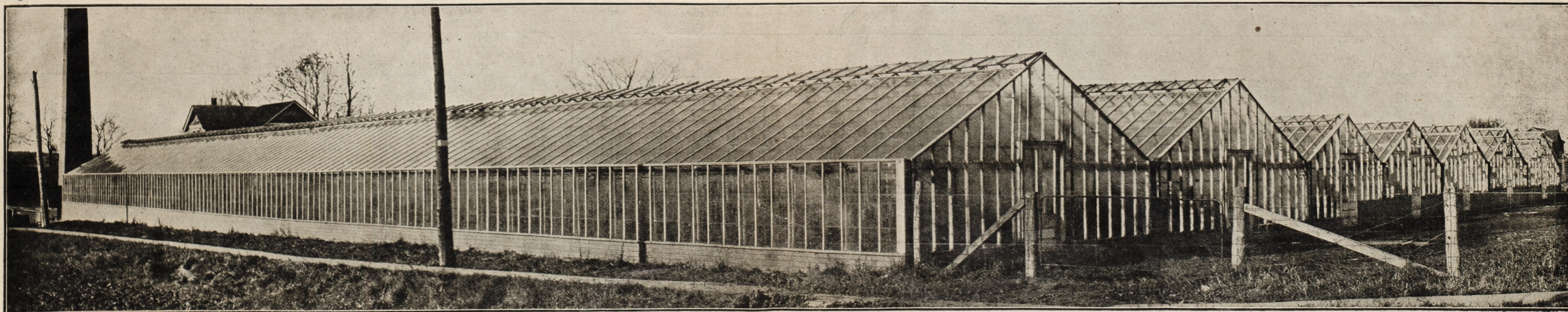
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I. J. Lawrence, florist, members of the town council and chairman of the water, fire and light committee.



The Eglinton postoffice store, Whaley Bros., proprietors.



Conservatories of Councillor W. J. Lawrence, Kensington-avenue, Eglinton, headquarters for all that is beautiful in floriculture.

WADDINGTON & GRUNDY



WADDINGTON & GRUNDY'S CITY OFFICE, 82-88 KING STREET EAST

PAY special attention to property in the northern suburbs and particularly in the town of North Toronto. Long years of residence in the district qualify them to give sound advice as to values. See them if you are thinking of living at the north end.

Branch office : corner Castlefield-ave. & Yonge-st., Eglinton, open evenings, Saturday afternoons, and all holidays.



WADDINGTON & GRUNDY'S HOME OFFICE, YONGE STREET, COR. CASTLEFIELD AVENUE, EGLINTON.

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North Toronto

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laid to all parts of the town and about 14 miles of permanent sidewalks. It is needless to say that there are a large number of desirable building lots to be had in town at very reasonable rates.

Town Council.

The council is presided over by Mayor John Fisher, who enjoys the confidence of the electors and has held the office of mayor for 13 years. With him on the council board are the following gentlemen: S. J. Douglas, chairman of the finance committee; W. J. Lawrence, chairman of the water, fire and light committee; Chas. Murphy, chairman of the board of works, and Councillors J. M. Anderson, A. J. Brown and J. Brownlow, with W. J. Douglas as clerk and treasurer and J. M. Whaley, assessor.

Wm. W. Cordingley is chairman of the board of health, with Dr. Jeffs as medical health officer.

School Equipment.

The town has two first-class school buildings with six teachers each. One out of the town's schools does not show



Residence of Mr. H. H. Ball, Yonge-street, Davisville.



Residence of Mr. J. F. H. Usher, Victoria-avenue, Eglinton.



The handsome residence of the Messrs. Warren Bros. on Woodward-avenue.

of North Toronto for six years. Mr. Davis opened up a new street thru his property, known as Joseph-avenue, the plan of which appears in these columns. These lots make very desirable residential building lots and prices of the same will be made known on application.

The Stibbard estate, Crescent and Sheldrake-avenues, is still offering some choice high level lots. John S. Stibbard, the proprietor, who represented the town in council and county council for a number of years, since he opened his property a few years ago, was successful in having a desirable class of residences built on his estate and the few lots that are available will soon be taken up.

James Childs, Elginton's pioneer blacksmith, is also doing a flourishing real estate business and has several desirable properties for sale.

Stores of all kinds and description are all over the town; a few of them will be made mention of:

Twiddy's Drug Store.

A first-class drug store is situated in the centre of the town, on the south-east corner of Eglinton-avenue and Yonge-street. The proprietor, W. A. Twiddy, is a graduate of the Ontario College of Pharmacy, Toronto.

Prescriptions are given the most careful attention, being dispensed by graduate druggists and only the purest drugs are used.

A full line of popular patent medicines are kept and sold at the lowest prices.

The line of rubber goods and sponges is complete, only the best is kept in stock and guaranteed to give satisfaction.

A careful selected stock of perfumes with the most delicate and lasting odors to choose from.

A first-class assortment of popular toilet articles at reasonable prices.

A full line of stationary and cigars is always kept and last, but not least, the ice cream parlor and soda fountain where cool and refreshing drinks are served, is always well patronized.

Up-to-Date Groceries.

On the northeast corner of Yonge-

street and Eglinton-avenue is where

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Residence of ex-Mayor Joseph S. Davis, manufacturer, Yonge-street, Davisville.



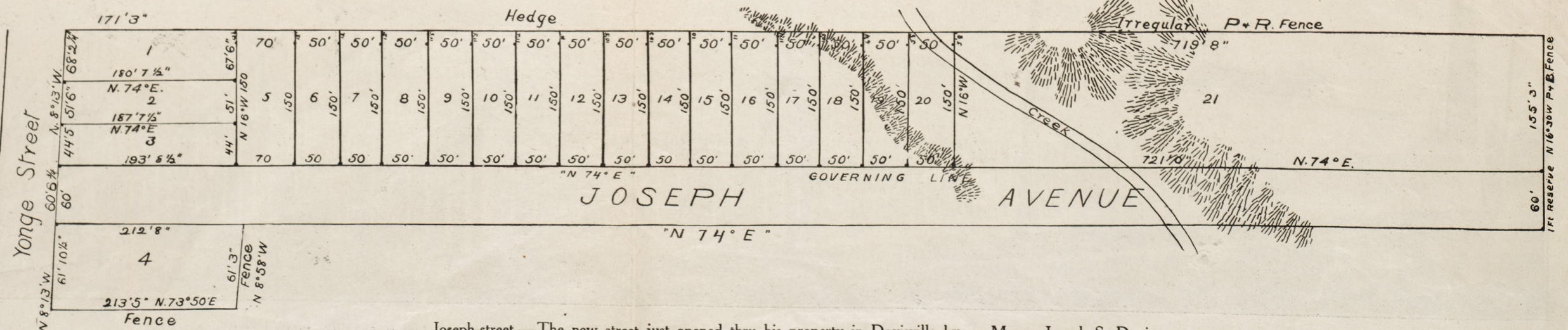
Postoffice Store of John Atkinson & Sons, Bedford Park.

to the best advantage as the artist could not get any other view of it owing to trees surrounding the building. The school board is presided over by Jas. Logie and with him on the board are Trustees Thos. Le Gras, E. C. Brown, H. Spittel, Frank Howe and John Cook, with F. Boulden as secretary-treasurer.

Prominent Business Men.

An introduction to a few of the town's business men would not come amiss. In real estate business there is Waddington & Grundy, two gentlemen whose integrity are without a question, Mr. H. Waddington having served on the town council board for several years and was chairman of the finance committee, and Mr. F. Grundy is a member of the local board of health.

Mr. Joseph S. Davis, who was born in town is a successful manufacturer at Davisville, has represented the town as mayor in the years 1896-1900; previously to that time he represented the town in the county council as reeve



Joseph-street.—The new street just opened thru his property in Davisville by ex-Mayor Joseph S. Davis.



Residence of Mr. J. S. Stibbard, Sheldrake-avenue, Eglinton.



Livery stable, corner Yonge-street and Albertus-avenue., Thomas E. Leeder, proprietor.



Residence of Mr. Thomas A. Gibson, barrister, Yonge-street, Eglinton.

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G. E. Coon conducts a grocery and feed business and in his eight years of trading with the general public has made him a favorite so much so that his business increased year by year.

The Eglinton postoffice store is situated at the corner of Yonge-street and Woodward-avenue. Whaley Bros., the proprietors, are the sons of J. M. Whaley, postmaster, town assessor and tax collector, and altho they are only a short time in business, yet they step

vate residence appears in these columns, conducts the Davisville post-office store. He is postmaster of Davisville and as a store keeper for groceries, flour and feed and fresh meats of all description, he is hard to beat.

Brick-Making Industry.
Ex-Councillor James Pears can speak out of personal experience as to the town's growth, for it is he who supplies the bricks for the erection of North Toronto's dwellings. This season he had his brick-making plant enlarged and yet he is pretty hard run to fill his contracts.

Livery.
Thomas E. Leeder is keeping a well-

modern steel and cement construction, they are planted with about 12,000 roses, 10,000 carnations, 20,000 chrysanthemums and 3000 violets. And about 150,000 bulbs are forced annually. The entire plant being devoted to the production of cut flowers with the exception of one house of palms and azaleas, etc., of which a large number are grown for the Christmas and Easter trade. Mr. Lawrence is president of the Canadian Horticultural Society for the current year, and is one of the

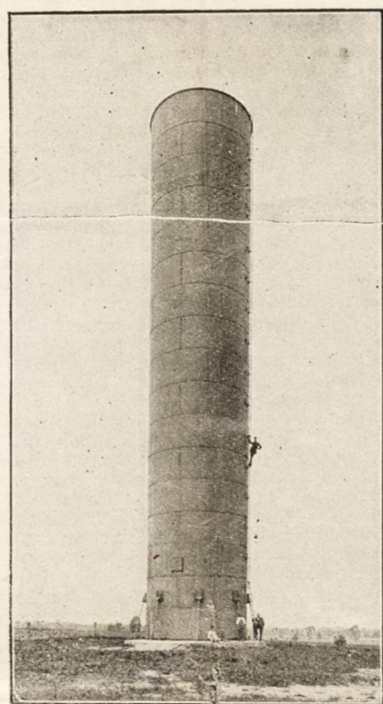
—all thoroly fenced—and kept in first-class shape by and under Mr. St. Germain's personal supervision for twenty-nine years past.

Mr. St. Germain sold one hundred and thirteen acres of the above named one hundred and seventy-seven acres to Messrs. Blake, Lash and Cassels for \$250 per acre, and already paid for. At the time of the sale of the above purchase an agreement was entered into that for a consideration given Mr. St. Germain was to continue to have the use of the one hundred and thirteen acres he sold to Messrs. Blake, Lash and Cassels until they sold the same. In the meantime the Hon. S. H. Blake has sold to his two partners (Messrs. Lash and Cassels), his third share at a good advance in price.

A. H. St. Germain still owns free of all encumbrances the balance of the "St. Germain Park" estate, of over sixty acres, with all buildings, namely: four private dwellings (two brick and two frame houses), three of which are rented, including the farm land, by the year, from the first of April list. The brick residence and brick carriage house, with lawn, kitchen garden, etc., etc., will continue to be occupied until sold by the owner, A. H. St. Germain, who is now ready to sell if he gets his price for this valuable property, all level and not a foot of waste land, so well adapted to lay out in suburban lots, the Col. McGillivray farm has been and known as "Northern Heights," and directly opposite Mr. St. Germain's homestead. The horse and cow stables, grain and hay barns and other necessary farm buildings, together with the four residences belong to and go with the sixty acres remaining unsold, and are insured for over seven thousand dollars in the Western Assurance Company of Toronto.

THE GREED OF WOMAN.

The exceptional greed of woman, painful but necessary to record, has ever seemed one of the most attractive qualities of a being so complex that only divinity itself would have had the hardihood to fetch it into existence. It corresponds in no sense to the gluttony of man in respect to food or drink, or the avarice of man as to worldly goods. We have never



Steel water tower 100 feet high, 20 feet in diameter, 192,000 gal. capacity.

known a woman who could not, for appearance sake, curb her appetite for fattening condiments with comparative ease; she, too is a notable exception who fails to reduce mere money more closely than a man could possibly do to its proper place in relationship with other desirable possessions. Not that the woman is by nature the more generous; far from it; as to small things she is stingy; but in large ways her intuition is broader, wiser and inductive of finer sacrifice of self than the more reflective trait of the average man.

The greed of woman generally is more inordinate than that of man, but it is never sordid and has its root almost invariably in devotion to one more beloved by her than herself. The only hunger, speaking broadly, she feels for self is for affection, and such greed, no less than that for the best that can be had for one's own, is, we maintain, not material, but truly spiritual, and therefore worthy of God's lesser creatures.—North American Review.

Trolleys Herald New Era

Chicago Tribune: An entirely new element has entered into the social, commercial and even the political life of the country. I have just finished a journey of 400 miles, completed within two days, over the interurban trolley system of Illinois, and am prepared to testify to the extraordinary effect in the development of the country produced by the electric railroads from town to town. They are running luxurious buffet chair cars, limited trains rush from

central power station, often many miles away.

No Longer an Experiment.

So new has been the development of the interurban system that there are no satisfactory figures to be furnished as to its extent. Like the early days of settlement in America, and particularly in the west, the interurban trolley system in every state where it has been given a fair trial far out-steps its historians. It has progressed beyond the experimental stage, but the mileage is increasing so rapidly and new systems are being developed so constantly even

vantageous to build a great bridge across the Mississippi River at St. Louis for the use of the Illinois interurban system. The passenger service is fully established in a dozen different states and the carriage of express matter and light freight is progressing with equal rapidity in every direction. The farmer learns to go to the city often, the city merchant sends his small packages by the trolley line to the country and perishable fruits, vegetables, milk and dairy products are to-day being transported with greater success on the trolley line than by any suburban service the steam railroads can furnish.

Even coal and whiskey and similar heavy products are being handled on the electric lines, and tho the day may be far distant when these roads will be anything more than feeders to the steam lines on ordinary bulk freight



Residence of ex-Councillor James Pears, brick manufacturer, Elginton-avenue west.

with the increase of the town's population and prompt and strict attention to business is their motto.

About a mile north of Eglinton is situated the store of John Atkinson & Sons, dealers in groceries, hardware, dry goods and last, but not least, all kinds of feed. Standing as it does on Yonge-street, with a big agricultural district all round it, Messrs. Atkinson are in a position to buy large quantities of produce and retail the same at prices considerably below the usual ones charged, and with their wagons delivering goods as far south as Davisville every day, and with unfailing attention to customers at the store they have built up a large and lucrative business. In the illustration are seen the two sons, Messrs. George A. and Harry B. Atkinson, with their clerk, and one of the wagons about to be loaded.

J. J. Davis, whose photo of his pri-

equipped livery stable at the corner of Yonge-street and Albertus-avenue; also an express business, double and single moving vans, and conducts a general business. Any order entrusted to him will be promptly executed.

Lawrence the Florist.

One of the most progressive and successful men in North Toronto is Councillor W. J. Lawrence. Born in Toronto in 1866, and making floriculture his lifelong study, following therein the vocation of his father and his grandfather before him, commencing actual work when 14 years of age as an apprentice at Chestnut Park, the residence of the late Sir David L. Macpherson. In 1902 he moved to Eglinton and by his enterprise, energy and ability has built up one of the largest businesses in the town. His establishment now consists of 12 large greenhouses, having about 60,000 square feet of glass (a partial view of which appears in this issue), all of the most

most progressive members of the town council, believing the town has a great future before it. As chairman of the water, fire and light committee, which position he has occupied for the past two years, he has done much to improve the waterworks system of the town and put it on a safe and permanent basis, by the installing of duplicate boilers and pumps, etc., and when the old wooden tank collapsed last fall he at once advocated the erection of the fine steel tower which has recently been completed.

A. H. St. Germain's Residence.

Fronting on Yonge-street, North Toronto, with two acres of lawns and graveled driveway, together with brick carriage house, under which is a large, well lighted and drained stone cellar. Along side of the brick residence is a well-kept garden, with six acres of orchard attached, and one hundred and seventy-seven acres of farm land, a rich soil, and has been well cultivated



Residence and lawn of Mr. James Childs, Yonge-street, Eglinton.

city to city, express matter and freight are carried in special cars, and, last of all, the trolley line sleeper, as I can testify, is an absolute success.

There is something more in this building up than a mere extension of street car service to the country. Country and city are being knitted together, and the local and suburban transportation business seems destined to pass from the steam railroad to the trolley line within a short time. It may be many a year before the thru lines of railroad are operated by electricity, but it will be but a short time until all the short line business of the country is done on cars deriving their own motive power from a

the financiers who are called upon for the money to build the lines can scarcely keep track of their investments.

One huge system in Illinois already has in operation about 475 miles of track, with 105 miles under construction, and schemes for an extension of 100 miles more. New England is gridironed with interurban trolley lines, and Ohio and Indiana have developed their systems to such an extent that after a few links in the chain are completed during next year it will be possible to go from Wheeling, W. Va., by thru trolley line to Chicago and St. Louis.

Bridging the Mississippi.
There is more than usual significance in the fact that it has been found ad-

they are likely to have the monopoly of wayside transportation and come much nearer to the consumers than the railroads ever hope to do.

Ideal Interurban Service.

Before going into the details of the development of the interurban transportation service of the country, which shares with the telephone and the rural free delivery the honor of having revolutionized life in the agricultural districts, it is just as well to lay down certain general principles which seem to precede or follow the establishment of electric car service between centres of population.

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Residence of Fred C. Jarvis, barrister, Bedford Park.—A cosy spot for recreation after a hard day's toil.



Residence of Mr. A. H. St. Germain, Bedford Park.



Residence of Mr. J. J. Davis, grocer, Yonge-street, Davisville.

Herald New Era

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In the first place, the ideal interurban service runs between two large cities and taps a number of smaller cities along the way, besides reaching the purely agricultural district in between. A type of this ideal system would be a line running from Chicago to St. Louis, and tapping, for instance, Joliet, Peoria, Bloomington, Decatur, Springfield and some other towns en route, with trunk line feeders in either direction, so as to cut up the state pretty thoroughly. A similar line from Cleveland to Cincinnati is practically under operation at the present time. Within a short time a link will be completed just east of Danville, which will furnish direct trolley connections between Indianapolis and St. Louis.

Ohio is Gridironed.

One of the indispensable features of a successful interurban service on a large system is an abundance of small towns along the line. This ideal is furnished more completely, perhaps, by Ohio than by any other of the western commonwealths. A reference to the census figures will show an ex-

grew out of a natural extension of the street car lines of the cities. There was a demand for connections of an intimate character between all these manufacturing centres. A steam railroad could not afford to give frequent service with such short stops as would be necessary. The result is that to-day one may travel the state, east and west, north and south, from Boston to the Berkshires and from the Connecticut line to the shadow of the mountains, reaching every important population centre in the state, without touching the railroad where the cars are propelled by tseam.

In Pennsylvania mining section, the oil country, and the rich agricultural valleys are alike tapped by at least 1500 miles of interurban roads. The lake shore in Ohio from Cleveland to Toledo is excellently served by the trolley.

Small Towns Not Hurt.

That the interurban trolley system rapidly develops the small cities along its line without doing the slightest harm to the villages and small towns was once seriously disputed, but it is disputed no longer. The shopkeeper in a small town at first saw ruin staring him in the face. He had the same forebodings when the rural free-

ling in goods by wholesale, the freight charges alone would insure him a good profit, while the individual customer would go to the city only so long as the city furnished better styles or smaller prices either in clothing or in kitchen utensils. The small cities of the state have been built up by the interurban railroad and the merchants and bankers of cities like Danville, Champaign and Peoria are the first to acknowledge this fact.

Boon to Farmers.

At the same time there has been an extraordinary impetus given to the social life of the farmer class of the country. A boy can remain at home, do his work on the farm during the day, and yet take his girl to the theatre, or a dance that night, and get home in time to do the chores in the morning at least. The farmers are coming offener to the city. They find they can get city types of clothes as cheaply as they formerly could the antiquated garments which once distinguished the agriculturist.

The gawky country boy and girl is disappearing so rapidly that there will soon be little material in that line left for the comic weeklies, because the type is being wiped out by the interurban railroad.

It is too early to determine exact results, but it is fair to presume that the loneliness of the farmer's wife is at an end, and that if he so the unfortunate percentage of suicides in the agricultural districts will surely decrease when a farmer can take his wife and children and in a few minutes be dropped at the nearest cross roads, or even at the village, or interior city which was visited only once in a season when the roads were good, and when the general farm team was not otherwise occupied.

The Monroe Doctrine

A. MAURICE LOW, resident correspondent at Washington of The London, Eng. Morning Post, and one of the widely-known writers, contributes the following able articles to his paper on the United States and the southern republics:

Some forty years ago James Russell Lowell wrote an essay "On a Certain Condescension in Foreigners," which Americans remember very well, and unfortunately few Englishmen know. Not that the essay is particularly brilliant or witty or wise; it is only moderately entertaining, but it throws an illuminating light on the American character—as vivid to-day as it was forty years ago—and emphasizes certain idiosyncrasies that Englishmen should remember, and thereby save the pride of the Americans from being wounded. Mr. Lowell was perhaps not unwarranted in writing at the time: "It will take England a great while to get over her age of patronage toward us, or even passably to conceal it. She cannot help confounding the people with the country, and regarding us as lousy juveniles. She has a conviction that whatever good there is in us is wholly English, when the truth is that we have no good thing, except so far as we have disinfected ourselves of Anglicism." Of course all that has now changed. England no longer patronizes the United States, if she ever did. It is perhaps, true that we did at times unwittingly "stroke the wrong way of the American for suicides in ing perseverance." But Mr. Lowell wrote only a few years after the close of the Civil War, when the recollection of the Alabama, as he makes only too evident, still rankled in the memory of the men of the north. Now, happily, all that is forgotten. That good understanding that Mr. Lowell hoped for has been brought about; naturally, logically, inevitably based on mutual goodwill and respect.

One wonders if Mr. Lowell were living to-day whether he would write an essay "On a Certain Condescension in Americans." Professor L. S. Rowe, who is a political scientist rather than an essayist, and who was one of the American delegates to the last Pan-American Conference, has recently written an article on "The Menace of Our National Snobbishness," which represents the reverse of the Lowell shield. It is curious with what amazing fidelity the social evolution of a nation is patterned after that of some other nation which has passed through a similar evolutionary stage in its development. The sum of all human knowledge amounts to nothing to the individual until it has been tempered by experience; otherwise, men would be born with the wisdom of the ancients and profit by their mistakes. But they never do. Their profit is only

derived from their own mistakes, never from that of others. So with nations. They learn much by experience, but little from teaching.

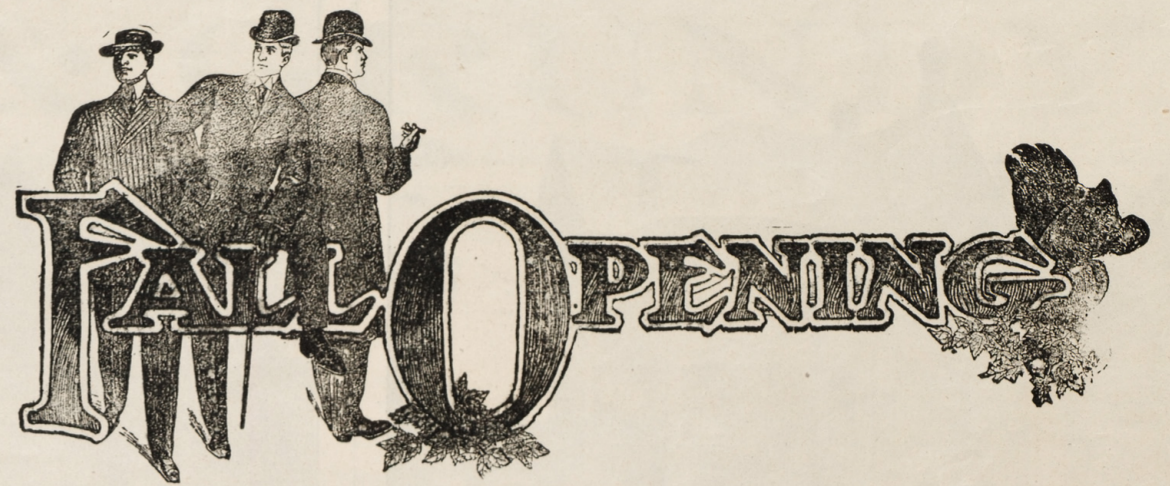
It is frankly to be admitted—it is the offence of the past age, and therefore it can be admitted without danger—that there was a time when Europe "condescended" towards America, and one can sympathize with Lowell's irritation, "I suppose we must consent to endure this condescending manner of foreigners toward us." But realizing this, one is surprised—or rather one would be, if one did not remember that experience alone teaches—that the United States now adopts precisely the same attitude toward South America that so aroused the resentment of Mr. Lowell when it was the manner of Europe toward the United States. "In our relations with foreign people," Professor Rowe writes, "we are apt to assume, not only that our political, social and educational institutions are incomparably superior to those of other countries, but that their only hope of salvation is to use our system as a model. We patronizingly point out that they are probably not prepared to assimilate more than the simpler forms of American institutional growth, but that with patient and conscientious effort they will ultimately be able to reach the more complex." This is only putting in another way what Lowell wrote—but then he was writing about Europeans and not Americans. "But it is not merely the Englishman; every European candidly admits to himself some right of primogeniture in respect to us, and puts this shaggy continent on the back with a lively sense of generous unbending."

It is especially in the American treatment of the Latin-American countries that Professor Rowe sees a national menace which will result in the isolation of the United States, unless there is a radical change. "In our ignorance of South American conditions," he says, "we have failed to appreciate that, within a comparatively few years, we shall have to deal with powers of real magnitude in this southern section of the continent. If they distrust us we shall find our hands tied in the councils of the nations. With their support a new equilibrium of power—the best guarantee of the world's peace—will be established." It is a sad fact that it has only been recently, within the last few years, that Americans have paid any attention to South America, its politics or its commerce, or have admitted to themselves that possibly the people of South America were to be regarded as even approaching civilization. Professor Rowe emphasizes this when he says: "Foreign critics of the American people have often pointed out the spirit of condescension, bordering on contempt, which marks the attitude of the average American toward foreign institutions. The slightest divergence from our form of government is regarded as a stamp of inferiority. American publications constantly dwell upon the supposed inability of the people of South America to develop free institutions—purely gratuitous assumption, which has never been supported by scientific investigation. Even in our university instruction there is a tendency to use the terms 'Anglo-Saxon' and 'Latin' as expressing the contrast between the ability to establish and develop free institutions and the absence of this capacity." It is the "come-and-be saved attitude" of his countrymen that Professor Rowe objects to, and which he knows offends the rather fine sensibilities of the South Americans. They do not want to have salvation thrust upon them in that way, there is no evidence that they are hankering after that particular brand of salvation; there is rather stronger evidence that they will find their own salvation according to their own lights. What they want is to do business with their northern neighbors, to be let alone, and to feel certain that they are not in danger of being "benevolently assimilated" against their will.

The South American, nationally and not individually, is not the highest type of political development, and South America, speaking collectively, has been rather the horrible example than the model for political institutions. Frequent revolutions and marked instability, an indifference to contractual obligations and a carelessness in the observance of national agreements, have brought many of the South American governments into sharp conflict not only with the United States but also with several of the countries of Europe, but South America has always had less fear of Europe than of the United States. The very thing that was supposed to be for the protection of South America against the aggression of Europe is the very thing that South America has always regarded with foreboding. In the disinterested application of the Monroe Doctrine South America, as a rule, has not believed that there has been a feeling that the Monroe Doctrine was only a convenient cloak to cover aggression, whenever it suited the purposes of the United States to drop its pretension of hypocritical virtue, and obtain what it has always coveted. I think there is little, if any foundation for this belief. There may be a few extreme imperialists who would like to plant the flag still further south, but they are so few that their influence politically is negligible. The great mass of the American people, on the other hand, have no longing for colonial adventure or the acquisition of territory by conquest. The United States should have a short cut across its domestic ethical scrutiny proves nothing. Every consideration of national safety and national well-being made it imperative that the United States should have a short cut across its domestic ethical scrutiny proves nothing. Every consideration of national safety and national well-being made it imperative that the United States should have a short cut across its domestic ethical scrutiny proves nothing.

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Professor Rowe points out that while the causes to which he has referred have stood in the way of the development of closer relations with Central and South America, they are in no sense insurmountable, and that the last few years have witnessed the beginning of a conscientious effort to overcome these shortcomings. The late secretary



It All Depends

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