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visit Canada's
UPSTAIRS
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SPACE

BUILDINGS
LE YOU WAIT

a farmer wants an extra
storage purposes, for a
en, for an implement
house or garage — a
16 x 24, or larger, all
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new idea in farm build-
ing by Metal Shingle &
Co., Ltd., of Toronto, Ont.,
at the Exhibition, the
t of the company, sets
men to work to show
can almost be "wished"
These men, without any
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The way of building seems
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SIC AND MAKE-UP.

admired on two con-
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Tradition and awards
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This is kept conspicu-
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and at the ware-
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IS POPULAR.

ple may be seen at
and going from Min-
which is situated in
e west end of
Those who visit this
be depended upon to
their friends who visit
by is providing meals
He believes in sup-
quick, efficient ser-
in any restaurant of
the public now know
Mummy's Dining Hall
quality and quantity.
The main dining hall
acts four other din-
ing. Mummy's name
a guarantee of ef-
and satisfaction.

COMPARISON.

its at the Exhibition
opportunity to criti-
different Canadian
Firme of Heintzman
every visitor to call
at their city show-
Hall, 108-109-107
have explained to
building features that
Heintzman plans the
on.

YORK COUNTY AND SUBURBS

EARLSCOURT WANTS PRICES REGULATED

Citizens' Committee Asks
Government to Fight
Combines.

EXCESS PROFITS TAX

Well-Known Citizens and
Members of City Coun-
cil Speak.

"That the Dominion Government be re-
quested to impose a 75 per cent. tax on
profits during war and to regu-
late the prices of the necessary com-
modities of life, thus removing them
from the power of speculators and com-
bines, particularly coal."

This resolution was adopted at a ca-
pacity meeting of the residents of the
Earlscourt district held last night under
the auspices of the newly-formed citi-
zens' committee in Earlscourt school.
President George E. Ellis occupied the
chair and among those present were
Controller R. H. Cameron, Ald. H. H.
Ball, Ald. Joseph Gibbons and Rev. Peter
Boggs.

T. A. Smithbone, who introduced the
resolution, which was seconded by W.
Pittor, said:

"In submitting this motion for your ap-
proval I would like to point out that
times of war there are always two
classes diametrically opposite to each
other. This has been the case in all wars
since the world began.

"One class gives themselves up to cap-
rice. They lay out only their goods,
their homes, their friends, but their very
lives upon the altar. The other class is
composed of a small section of soulless
capitalists who give themselves up to
making huge and unbridled profits out
of the names of the people. Their greed
seems to be insatiable. War to them
simply means a short cut to enormous
wealth. Down all the centuries and in
every clime these two classes have al-
ways existed. The one to be sacrificed—
the other to be enriched.

"Do not misunderstand me. I do not
wish to convey to your mind that all
capitalists are eager to take advantage
of the world's hour of stress for their
own gain. It is not so.

"Shining Exceptions.
"In our own country we have had not a
few brilliant examples of men, both in
business and professional life, who had
the opportunity and have used it to en-
rich themselves in this way. But un-
fortunately, while this is so, we have also
in our midst many examples of both in-
dividuals and companies who have not
hesitated to reap altogether exorbitant
profits among whom is the coal com-
bine."

"Now the question tonight is: 'How
is this state of affairs to continue?'
Are we to have progress everywhere ex-
cept in the commercial world? Is it al-
ways to be left the prey and sport of
speculators and money-grabbers? Do we
have the speculators and combines al-
ways to be controlled and held in leash
by the law? Is it to last? There is no
twelvapoints on this head."

"We chiefly blame the government.
It shows a state of things to exist
in the commercial world, which breeds
enormous millions of dollars on the one
hand, and poverty-stricken citizens on
the other.

"In striking contrast to our govern-
ment was the action of the British at
the outset of the war. Here is what
took place in Britain. In 1914, every busi-
ness concern received a visit from a
government official, who examined the books
and found an average annual profit dur-
ing the previous three years, then told the
heads of each business that they would
be allowed to make a similar profit dur-
ing the war, but out of every 100 pounds
starting they made over and over again
25 pounds sterling would be claimed by
the government as a war tax. This was
now raised to 80 pounds."

"This is the true spirit of these ter-
rible times. Had the Canadian Govern-
ment acted in this way we should not now
be the victims of what is nothing more
or less than wholesale robbery. In the
march of progress democracy demands
that all alike should shoulder the awful
burden, entailed by war, and that no class
should be sacrificed for another. We
therefore, call upon the government to im-
pose immediately a tax on war profits,
and introduce regulation of commodity
prices."

Ald. Ball's Plan.
Alderman H. H. Ball, who was well re-
ceived, offered as a solution to the coal
problem the establishment of one or more
municipal coal yards as a corrective
against inflated prices and to help out
the coal dealers. "We have accomplished
nothing up to the present to prevent a
coal famine, and the people should be up
and doing to check the combines who are
making millions out of the people."

Controller R. H. Cameron pointed out
that the city of Toronto should have a
charter of its own to enable it to deal
with such matters as the coal supply of
the people. "At present we can only se-
cure sufficient to heat our municipal
buildings and schools. The situation is
intolerable," declares the controller.

"To say that there is no combine is
utter folly. The coal supply is controlled
by the railroads, and it is not reasonable
to place the responsibility for the pres-
ent condition of the coal situation on the
city council."

The demands of the people will be the
only method to change the existing state
of affairs. And it is up to the Dominion
railway board to fix the price of coal
transportation, as the price of coal has
now been fixed at the mines by the Uni-
ted States Government and we have an
assurance that there will be no famine
in coal this winter."

Ald. Joe Gibbons claimed that the only
solution, in his opinion, was to demand
wages high enough to buy coal at the
commonly advanced price or elect to
go from the working class ranks. "You
must meet combine with combine," said
the alderman in conclusion.

Dissatisfaction was expressed at the
flow of Fuel Commissioner O. A. Mac-
donald to attend the meeting or send a
delegate in acknowledgment of the invita-
tion sent by Secretary R. Dymond.

Another meeting will be held in the
near future to take action in the matter
of price and delivery of coal.



THE DOUBLE GUARANTEE

TWO reputations guard your investment
when you purchase a Gray-Dort.

Two liabilities are your assurance of doubly-
satisfactory use and service.

Two institutions striving in united effort to maintain
the foundation on which they have been built—full
value to you, the purchaser.

In Chatham, Ontario, the Wm. Gray & Sons
Company and Gray-Dort Motors Limited—the one
bale and solid at sixty-two, the other strong and
lusty in two years.

In Flint, Michigan since 1885, the Dort Carriage
Company, since 1915, the Dort Motor Car
Company.

Gray—the Industry and its Builder

Our fathers and grandfathers rode in Gray carriages
—and found them built on honor and character.

In 1855, William Gray built the first of them—
built them so well that Gray quality became
proverbial.

Growing up in this atmosphere of big business, of
successful enterprise, of worthy endeavour, was
Robert Gray.

Under his guiding hand the Gray institution has
been built solidly on its original foundation—
value and service to the purchaser.

When others rushed into the motor car industry,
Robert Gray bided his time.

Others experimented—on the motorist.

Others gained the reputation of a day—and lost it.
Robert Gray knew that the car bearing his name
must have the same underlying qualifications as the
Gray Carriage—so he waited.

Dort—at the Same Time, in Flint

Paralleling the growth of Gray in Canada, was a
similar institution in the United States.

Blue Ribbon Buggies were to Americans what
Gray Buggies were to Canadians.

J. D. Dort, too, was building in Flint, as Robert
Gray was building in Chatham.

J. D. Dort, too, was analyzing the motor car in-
dustry.

In 1915, Robert Gray decided that a good motor
car could be built and sold at a reasonable price.

In 1915, J. D. Dort, studying the situation from
the same angle, came to the same conclusion.

The two men met. Their identical views and
aspirations inevitably attracted them to one another.

They chose as the engineering groundwork for their
organization, Etienne Planche, designer of the
world-famed Peugeot motor. They surrounded him

with men of equal calibre, who round out an
institution unique in its man-power.

After Such Preparation—

With two institutions so solidly founded the first
Gray-Dort was built.

Is it any wonder that in three days the entire 1916
output was sold?

It was to be expected that a doubled output for
1917 was heavily oversold.

The output for 1918 is double again—and may
be inadequate.

Gray-Dort Motors Limited, Chatham, Ont.

Dort Motor Car Company - Flint, Mich.

Note the Car for 1918

MOTOR—Gray-Dort, 4 cylinder, cast en bloc, L-head type,
bore 3 1/2 in., stroke 5 in., speed 2000 R.P.M., horse-power 28.
Cast Iron removable heads. Carter carburetor. Thermo-
syphon cooling. Westinghouse two unit starting and lighting
system. Connecticut battery ignition. Three speed and re-
verse selective transmission, with double row New Departure
bearings. Gasoline tank under cowl. I beam heavy duty front
axle. 4 floating rear axle, with forked tube-torsion and Hyatt
High Duty bearings. 10 in. internal expanding and external
contracting brakes. Springs—front 37 in. elliptic, rear 50 in.
full cantilever. Left-hand drive. 16 in. irreversible worm
and nut type steering wheel. Centre gear shift lever. Emer-
gency brake, right pedal. Service brake, clutch pedal.
Accelerator. Detroit demountable rims. 30 x 3 1/2 Dominion
tires. Nobby tread rear. Westinghouse electric lighting.
Lineum covered running board. Lock ignition switch.
Dashlight, ammeter, roborail, footrail, clear-vision windshield,
one-man top, tools, equipment complete.

The Quality Goes Clear Through

GRAY-DORT

\$945

At The Canadian National Exhibition

Gray-Dort Cars will be shown in the Trans-
portation Building at the Exhibition. There
will be Touring Models, Roadsters and
Sedans. It will be the biggest and most
complete showing of our cars ever made.
Expert motor car men will be there to ex-
plain the car to you. Do not fail to visit
this exhibit.

Gibbons Motor Car Co.
488-90 Yonge Street
Toronto

START EXCAVATION FOR WATER MAIN

Contractors for Township
Water System Strike Old
Corduroy Road.

Remnants of pioneer days is being ex-
posed on Eglinton avenue, where ten
men are engaged in clearing up the road-
way for the laying of a 24-inch York
Township water main along Eglinton
avenue west to Weston road, where
it will connect up with Duplex ave-
nue. Along the road on which the

men are working settlers constructed
a corduroy road thirty or forty years
ago, which is still in a good state of
preservation. The logs are of cedar
ten or twelve inches thru, and much
labor is involved in their removal. At
the present time about 1800 feet have
been torn up, and there still remains
a mile of corduroy to remove.

Labor-saving machinery will be in-
stalled shortly and this will com-
pensate for the lack of men. A 37-ton
excavator will be employed, which
can dig a trench approximately 20
feet deep and 500 feet long in a single
day. Similar machines have been
used by the French army for home
time. Other machines to be used are
a filling-in machine and caulk-
ing machine, which when in operation

will expedite the work.
Nearly three miles of road are to
be excavated in all, and the men in
charge are A. Bennett, superintendent,
J. Cody, local foreman, and G.
Williams, the city inspector.

RADIAL TERMINAL IS TO BE MOVED

Toronto and York Railway Plans
Improvements at Port Credit.

At a joint conference of the Toronto
and York Radial Company, the Toronto
Hamilton Highway Commission and the
Port Credit council, held yesterday in
Port Credit, definite proposals were sub-
mitted by Manager Wilson, of the radial

company, for the removal of the Port
Credit radial terminal to the west side
of the Lakeview Inn and the erection on
that property of a modern waiting-room
and a freight shed.

This scheme was satisfactorily received
by the council and Engineer Van Sooyce,
of the commission, who has for the past
three weeks been negotiating with the
radial company to that end. They desire
the change, on account of the obstruc-
tion of traffic on the highway caused by
the standing cars in front of Wm. Gar-
ham's store and the danger to the pub-
lic by stopping so close to the side-
walk.

When these plans are carried out the
cars will turn up towards the west side
of the inn, which is vacant property
owned by the Dominion Government, and
leased to the town, thus removing the
entire radial traffic off the highway.
It will also improve that part of the
road by the river, and by the construc-

tion of a waiting room the company is
filling a long-felt want.

To Rush the Work.
In outlining the scheme Manager Wil-
son, who was accompanied by Engineer
Johnston, said that the company would
rush the plans so that the improve-
ments would be made before the fall. The
plans will have to be sanctioned by the
council and the Ontario Railway Board,
but no delay is expected since all parties
are already advised of the radial com-
pany's plans.

Another matter taken up by the con-
ference was the improvement of the Port
Credit section of the highway, and the
council asked Engineer Van Sooyce to
prepare plans for their approval. The work
to be done by the highway commission
and paid for by the town. It is proposed
to lay a permanent highway on the
twelve-foot strip of road between the
tracks and the sidewalk, and to place a
cement curb along the south side of the
road. Nothing definite, however, was de-

ecided yesterday, so the council will now
wait until the engineer has the plans
completed before taking any action. This
work will also be speeded up, as the
council is anxious to have the highway
in perfect shape this year, if possible.

UNION JACK I.O.D.E.

Sixty-seven parcels of comforts were
yesterday forwarded to the Mimico boys
now overseas by the Union Jack Chap-
ter of the I.O.D.E., who yesterday held
their regular weekly meeting in the pub-
lic library. There were over thirty women
present, and much progress was made
in the making of pyjamas to be forward-
ed to the Red Cross headquarters.

In preparing linen for drawn thread
work rub a little soap over the
threads to be drawn and they will
pull out much more easily.

NEWMARKET SOLDIER IS KILLED IN ACTION

Official notification has been re-
ceived in Newmarket of the death in
action on August 15 of Pte. Joe Big-
ler, Pte. Rigler, who was 25 years
of age, joined a western battalion
two years ago, and has been at the
front for many months. He was a
former resident of Newmarket, but
moved to the west four years ago,
where he was engaged in farming. He
is survived by his mother, Mrs. Rob-
ert Shibley, Newmarket, and two
sisters and one brother in Ontario,
and one brother in the west. He
was unmarried.