

A Baker's Triumph

The Mooney Baker cannot

Mooney's Perfection Cream Sodas

and cream — the most modern plant, the very best baker in Canada. A biscuit superior to any other you have ever tasted. Say "Mooney's" to your grocer.

NOT PUNISHABLE

How many people reading this article have gone into a drug store and asked for some well known and highly tried edicine and some unscrupulous druggist has said, "Yes! we have that, but have you ever tried this remedy, it is just as good and costs less." Any drug-rist doing this has not the interest. ist doing this has not the interest of your health at heart, but the interest of his ocket, as he can make more profit out f the cheap substitute.

For the protection and benefit of the ablic, we wish to-say that Dr. Fowler's EXTRACT OF WILD STRAWBERRY has been used in thousands of homes for the past exty-two years and has never failed to hixty-two years and has never failed to vive prompt relief and cure in all cases of Diarrhoea, Dysentery, Colic, Stomach Cramps, Summer Complaint, Sea Sickness, Ch lera Infantum, Cholera Morbus and all Fluxes of the Bowels. When you buy Dr. Fowler's, you are

Miss Lettie Reid, Vivian, Ont., writes:
"Last year I suffered untold agony from eramps in the stomach and did not know what to do until a friend suggested I thould try Dr. Fowler's Extract of Win Strawgers and as I are also de the state of the state of



regular price \$7 00, selling while they last at \$5 50 Also, 6 only, 34-inch waterproof

canvas, fiber bound, two outside straps, cloth lined, good drop locks, regular price \$10 00, selling at \$8 50 Do not miss this chance if you want a bargain.

Commercial Trunk Company

280 DUNDAS STREET. Phone 1856. Opposite McCormick's. Buy from the maker and save money

You'll Have To Shave Yourself

If you need a new razor

Our stock is large and shows best workmanship on best mabest Old Country Come and see for

WESTMAN'S

HARDWARE

121 Dundae street and Market

FLOORS OF REID'S

Continued from Page One.

A.-Until July 10.We started to pack ip after that until the disaster. Q.-When did the improvements

Reid's stock? A.-Yes; we removed it at the enience of the contractors.

Reduced Stock. A .- We began to reduce it some tin

would be very heavy? A.—Not at this time of the year. Q.—On July 16 there was very little

A .- Yes; it was packed up. Q.-Was there any stock on the first

A.-Nothing at all. Q.—The wall was removed? emoved it. A brick partition was also

removed at the rear. Q.-Where was stock taken to from the ground floor?

he first floor? A.-It was sold. Q.-Was any of the stock on the

first floor taken to the upper floors? A.—Some, I guess. Q.-In cases? A .- No, merely loose stock.

Q.—Were any new goods taken on the ground or first floor? A.-No. Some were placed back part. Q.-You have a statement prepared

of all goods received from and after June 28? A.-Yes. Q.—Give total weight of goods re-

ceived from June 28 to July 16. A.-Eighteen tons, six hundred and thirty pounds.
Q.—Could you tell the number of

Goods Placed in Store.

Q.—Could you give any idea of the number of lorry loads? A .- I could not give any idea.

Q.—What did the goods consist of? A.-One carload of stoneware, which was placed in the cellar. There were cases and barrels of goods received be-

Q.—What did the crates weigh? A.-From 400 to 1,000 pounds. Q.—What would the hogsheads

A .- About 400 pounds. Q.—You were contemplating removd to Clarence street? A .- Yes.

Q.—You kept the goods in the cases or removal?

A.—About 147,455 pounds — over 73 Q.—These were goods shipped out of own?

A.-Yes. the city?

A .- Yes. They were sent to our Q.—Did not some of these goods go out from the other warehouses?

check it off to find out. Upper Floors Used.

storing goods? A.-Yes. Q.-Were any goods put on these loors after the lease was given to Mr.

Q.-Was the usual stock on thes

one-third the usual stock was carried. Q.-Had you removed any of the goods from the ground floor to the secand third floors?

A .- None at all.

A .- Yes; not much, though. een tons was moved up to the upper

A.—Yes, quite a lot of it. Q.—Were there large crates on

Hamilton & Long's? with goods on them.

Q.—Were there any goods in cases A.—Yes. There were barrels and cases, but the stock was much reduced.

Q.—Where were the heavy goods? A.—They were carried near the west wall, close to The Advertiser build-Q.—There were some heavy

A.-Yes.

Q.—These would be the crates re erred to by the witnesses Tuesday night? They said they were too heavy

A.—They might be. They are heavy and clumsy to the inexperienced man. Q.—Where were you at the time of the accident?

A.-On the ground floor. Q.—Have you any idea what gave

A .- I have no idea. Q .- The list of stock received is cor-

Q.—The stock was being reduced all A .- Yes, we were getting rid of it

as fast as we could

A.-I did not. Q.—Did you ever tell any person that there was danger? A .- I did not. I may have made som remarks when I was excited at the time of the accident, but not before

Q.—You never told the contractors for Mr. Smerlies, that you were afraid of the building.

Q.-What was the method of c A.—Two or three arches.

Q.—They were filled in?

ver Hamilton & Long's store?

A.—On the top floor I think that two

tons of goods would be carried over Hamilton & Long's store. Q.-How much over the front part

Q.-What would be the whole weight

The Entire Weight.

Q.-Why did you once carry heavy

Q.-Where were the heavy goods

taken to from over Hamilton & Long's

A.—They were taken back over the

Q.—What was the value of stock

usually carried by W. J. Reid & Co.?

A.—It fluctuated from \$25,000 to

Q.-Where would this stock be dis-

Q.—The other warehouse also con-

tained some during the past couple

A.—The Ann street warehouse was

Q.—Was there another warehouse?

A .- Yes, the London Drug Com-

Q.-What was the total value of

he stock on hand at the time of the

Q.—The stock in the Ann street

warehouse had been increased lately,

Mr. Enoch Fowler.

Mr. Enoch Fowler, foreman at W

Q.-Was there much goods on the

A.-No there were not much goods

Q.-How much goods came in and

A .- The ordinary quantity came in

and more than the ordinary quantity

Q.-When did you start to move the

A.—We commenced moving goods

Q.-What was done with the re-

mainder of the goods on the first

A.—The goods that were left on the

first floor were distributed on the

upper floors, but there were very little

Q.-Where were they placed

A .-- They were placed on the west

Q.—How many worked at removing

A.-They were taken back over the

Company's store, but not one pound

Q.-Why did you not store crates

side of the second and third floors.

Q.-How long did it take you?

A.-It took me part of a day.

aken to which came in?

from the ground floor about June 1.

goods from the ground floors?

how much went out before the acci-

J. Reid's, was next examined.

second and third floors?

full at the time of the disaster.

Q.-What goods were there?

\$40,000 worth, but we only took stock

tributed in the Dundas street house?

store when they was moved?

office and rear of the building.

Mr. McLean was then called.

in January of each year.

A.-All over.

pany's warehouse.

A .- I do not know.

A .- Yes, it had.

A.-Crates.

disaster?

had it?

up there.

went out.

goods there.

these floors?

at it.

of years?

goods over Hamilton & Long's store

f Reid's?

A.-I do not know.

and not at this time?

A .- I do not know.

carried there at any time?

Q.—The arches were never removed Q.—When you give the figures of coods received—18 tons, 630 pounds—

where did you get them? A.—We struck an average. crates weigh heavier than others, crates weigh heavier than others, from 700 to 1,000 pounds, and we struck an average, 800 pounds, and multiplied by the number of crates. We kept the record in our receiving book.

Q.—Where was the book kept?

A.—At our warehouse. The goods were recorded as soon as received. A.—Thirty to forty or fifty tons on the third floor.

Q.—On Wednesday and Thursday, prior to the accident, July 10 and 11, did you receive a much larger quantity of goods than usual? A.—None on July 11, but we received 19 crates on July 12 and 23 cases or

Q.-How much did they weigh? A.—They were light cases. Cases Received.

Q.—Now, how many cases were ceived July 10. A.—Twenty-five packages of mixed

Q.-How much did they weigh? A.-I have no idea. Q.-I am informed that on the dates

mentioned, July 10 and 11, a large number of lorries were unloaded. Have you any record of that in your book? Q.—Have you no record of it?

Q.-How many lorry loads were re-

A .- I have no idea. A carload of stoneware came in. It was placed immediately over the office or in the basement. This carload would many lorries.

Q.—Were any of these in the front part of the building? A.—Yes; three cases of the 39 went

Q.-A large number of cases were seen in the wreckage. Could you estimate how much went down? A.—We have no idea. Q.—You rescued 36 cases?

A .- Yes; they are in our warehouse Q.-When was this building erected? A .- I don't know. Q.-When was the fire?

The Fire.

A.-About six years ago. Q.—Where was the fire? A.-On the second floor.

Q.-Did the fire extend into the part the building that collapsed? A.-Not that I remember Q.—Did it extend over into Hamilton

& Long's store? A .- No. that was protected from th Mr. Kerwin, solicitor for Mr. Smerlies, wanted to know something about the number of lorry loads received.

Mr. George C. Gibbons, K. C., for Mr. Reid, declared that the books were open to inspection, and they were will-ing to give the fullest information. "I would prefer to hear the witness testimony," Mr. Kerwin replied.

Mr. Reid again explained that the eaviest goods were placed near The Advertiser building on the west side. There was no reason for so doing, as no danger was anticipated.

Mr. Allan McLean. Mr. Allan McLean, W. J. Reid's

bookkeeper, was then sworn. He was questioned about the caus of the accident, but knew nothing of it. Q.-Do you know whether any goods were removed from the ground floor to the second and third floors before the

of goods was taken over Hamilton & Long's store. Q .- At the time of the disaster you were at the Dundas street warehouse? A.-No. I was away altogether.

Mr. John Dromgole.

W. J. Reid & Co., was then called.

Mr. John Dromgole, a traveler for

Q.-Do you know anything about

he moving of any goods in the ware-

ceived into the warehouse?

house previous to accident?

A.-No.

disaster?

A.-No.

half full.

light stuff.

econd floor?

tity of stock?

over Hamilton & Long's store? Q.—Did Mr. Foley come to you on Over the Hamilton & Long Store. A .- It would be impossible to store the Thursday previous to the disaster and complain that W. J. Reid & Co. crates over Hamilton & Long's store were moving in instead of out? Q.-Did you have anything to do with the checking of the goods re-in?

for it would interfere with the ship-

Q.-How much stock was coming A.—The stocks were light and we were not opening any more cases than

Q.—Taking the whole front part of the upper floors over W. J. Reid's and Hamilton & Long's stores, how much goods were carried? A.—The stock was not as heavy

usual. On the east side there were twenty-one bins equal to holding Q.—Do you know anything about what goods are carried on the second twenty-one crates. Q.-Did you ever have much goods stored up there?

A .- Goods were carried on all these A .- We have often had the bins full Q.-Was there a very large quantiand 50 crates of wares spread on the A .- The usual quantity was car-Q.—Where were these bins?

A.—The twenty-one bins extended from Dundas street to the rear of Hamilton & Long's store. were going on several days before the Q.-How much would each carry? A.-About 100 pounds.

Q.—Were there any other goods up there? A.—There were considerable

goods. Q.-Was there as much stock upper floor as usual? A.-Much less than ordinary. I speaking of the stock in general.

Q.-Was not the floor over the office crowded before you started move the goods back there? -No, it was not, for we used o work on and open cases.

Q.-Where were you when the accident occurred? In a Dangerous Place.

A.-I was about 10 or 15 feet from the floor which went down on the third floor in the crate room, back over the Q.-What did you see happen first? A .- The first I noticed was a part

of the front of a bin breaking away low big crates to be moved into this about the middle of the third floor. Q.-How far back were you? A .- I was about 15 feet in the real of the Hamilton & Long store, and in about the center of the Reid store. Q.-Again, what was it that you saw

> A.-What I saw fall first was a loose piece of the facing of a bin. Q.—Then what happened? A.—That attracted my attention, and

then there was nothing moved for 3 or seconds. Then everything seemed to go to the east. Q.-Which part went down first?

West Shore Railroad EXCURSIONS TO

NEW YORK

Thursday, August 15th Tuesday, August 27th ROUND TRIP FARE

BUFFALO or NIAGARA FALLS......\$9.00

TICKETS good going on regular trains, and on SPECIAL TRAIN leaving Buffalo at 10:30 P. M. will be

Good 15 Days

Returning including date of sale. TICKETS will also be available for passage. without additional charge, between Albany and New York on the

HUDSON RIVER STEAMERS

For full particulars call on or address, L. DRAGO. Canadian Passenger Agent, New York Central Lines, 80 Yonge Street, Toronto.

Mr. Gilbert Glass. Mr. Gilbert Glass, who was an employe of W. J. Reid & Co., was the next witness. He did not know anything of the disposal of the goods on the ground and first floors. He did not know whether any goods were taker from these floors to the upper floors. He was employed in the retail department. The store was burnt once since he has been in the employ of Mr. Reid-in 1897. The fire was confined to the second floor, and burned the roof off. It did not affect the Hamilton & Long part at all. The store was built 34 years ago. He was of the opinion that only about one-third the usual stock was carried at the time of the disaster.

Mr. William Lanahan,

Mr. William Lanahan was also an employe of W. J. Reid & Co., having been in charge of the top floor. He was on the top flat at the second pillar, about 26 feet from Dundas street, and near the east side, when the disaster occurred. The opening was to

the rear and south of him. Q.-What did you notice first? A.-I heard a rumbling noise over Hamilton & Long's store.

Q.-What did you do?

A .- I was the only one who worked A .- I was with Loney, and called on stairway? him to run, as the wall was falling in. A .- I really could not say. A .- I ran, and noticed the floor cav-Q.-Where were the heavy goods ing under me as I ran. The whole building seemed to be moving to the

offices and back part of the floors. A Q.—The rumbling noise was in Hamfew were taken forward over the Reid ilton & Long's store. A .- Yes; I thought it was. Q.-Did you receive any new goods

on that floor? A .- Nothing except one barrel weeks before the accident.

Q.-Were goods shipped out? A .- Yes, constantly.

Mr. Edward Pinel. Mr. Edward Pinel was order clerk or W. J. Reid & Co. He was accustomed to go all through the building. and was of the opinion that only about one-third of the usual stock was carried. He was on the second floor, or a ladder, above Hamilton & Long's, against the west wall, when the crash occurred. He just heard some dishes fall. He noticed the jugs on the shelves leaning toward the east. He hurried along the west wall, and had

and floor were moving east. He did not know what timbers gave way first Mr. Herbert Collamore. Mr. Herbert Collamore was a tray eler for W. J. Reid & Co. He visited the store on the Saturday before the disaster. He was up on the second and third floors, andwas of the opinion that the stock was only about one-third

to hold on to prevent himself going

down with the floor. The east wall

the usual amount. Mr. William Brett, a farmer of Lon don Township, was in Gurd's store at the time of the accident, and saw the

building fall over into the street. Mr. Alex. Skelton was in front The Advertiser building just before the accident. He heard a rumbling noise, and looking up, saw the Reid building bulge ouf above the ground floor and crash into the street.

Other Witnesses. Mr. Archibald Sharpe was opposit Reid's store when the crash happened He heard the rumbling noise, and looking up saw the whole building

What a Pity

That ambitious people, through hard work, invariably neglect health-it is pitiful to look into their pale, tired faces and see plainly written ther the evidence of transgressed law.

The penalties of overwork are easily seen as they are hard to bear leepless nights-tired mind and body -hearts that flutter and cause all sorts of uncomfortable feelings.

Happily, if these symptoms have no been so long established as to be chronic. "Ferrozone" will cure them. Its mode of action is very simple its curative power, very great. It makes people eat more because creates the wholesome feeling of hun-

If you want strength and enduran use Ferrozone—it will give it to you No other tonic is so full of nutriment one 50c box will prove its enormentia. Try Ferrosone.

A .- I could not see over the Hamil- | crash eastward. He did not know th cause of it.

Mr. Samuel Logan was in Hamil ton & Long's store just prior to the accident, and was talking to Mr. Long. He went across the street. When in front of Brock's store, he heard a noise, and turning round, saw the SPECIAL EXCURSION FARES front wall above the first story bulge out,and the top fall in. He did not see the east wall.

Employe of Hamilton, Long & Co. Mr. Alfred Gifford, an employe of Hamilton & Long's, was at work at the time of the disaster. Q.-What did you hear first?

west wall. Q.-Where were you? A .- About fifteen feet from the end, nd about seven feet from the west

A.- I heard a grinding noise at the

Q.-What did you see first? A .- A brick fell out some distance north of where I was standing in the west wall. Q .- How far north? A.-About 6 or 7 feet farther north;

about 21 feet from the south wall. Q.-Where did it come out? A .- Out near the ceiling. Q.—There used to be a stairway there. It was taken out by Mr. Smerlies by arrangements with Mr. Hamil-

and you next see? A .- Two bricks fell out, and then the vhole wall started to fall.

Q.—What did you do next? A .- I turned to run, but was struck on the head, and remembered no more Saw the Crash. Mr. W. J. McLeod, of East London, was opposite the Reid building, and 50

feet west, when the disaster happened. He heard a noise, and looking up, saw the roof cave in before the front wall

Q.—Did you see the roof fall in? A .- Yes.

Q.-Did you see the back part of the roof fall in? A .- Yes, I did; just as plain as day. It fell in. Mr. McKillop-I must say, I cannot

magine how a man could see a roof on a four-story building fall in. A.-Well, I saw it all right. The center wall fell to the east, and the front wall crushed down. The east wall went down nearly the same time as the center wall, but appeared much stronger. The roof fell in first. This concluded the evidence until tonight.

ONLY ONE "BROMO QUININE." That is LAXATIVE BROMO Quinine. Similarly named remedies sometimes deceive.
The first and original Cold Table is a
WHITE PAOKAGE, with black and red
lettering, and bears the signature of E. W.
GROVE. 25c.

QUEBEC STEAMSHIP CO. LIMITED.

River and Gulf of St. Lawrence. Summer cruises in cool latitudes. The well and favorably known S. S. Campana, 1,700 tons. lighted by electricity, and with all modern comforts, sails from Montreal as follows: Mondays, 4 p.m., 12th and 25th August, for Pictou, N. S., calling at Quebec, Gaspe. Mal Bay, Perce, Cape Cove, Grand River, Summerside, P. E. I., and Charlottetown, P. E. I.

BERMUDA Summer excursions, \$35 and upwards, by the new twin-screw S. S. BERMUDIAN, 5,500 tons. Sailing from New York every alternate Wednesday, from 5th June. Temperature, cooled by sea breezes, seldom rises above 80°. The finest trips of the season for health and comfort.

For full particulars apply to E. De La Hooke or W. Fulton, ticket agents London.

Hooke or W. Fulton, ticket agents, London. ARTHUR AHERN, secretary, Quebec. ywt ANCHOR LINE

Blasgow and Londonderry Sailing from New York every Saturday New twin-screw steamships, Caledonia and Columbia. Average passage, 7% days. And favorite steamships. Astoria and

Ocean Steamship Tickets White Star Line—New York-Queenstown.
Liverpool. New York-Plymouth-Cherbourg.
Southampton, New York and BostonMediterranean.
Leyland Line—Boston-Liverpool.
E. De La Hooke, Sole Agent.

American Line—New York-Plymouth, herbourg, Southampton, Philadelphia-neemstown-Liverpool. Atlantic Transport Line—New York-

E. De La Hooke or W. Fulten.

Trunk Bailway System in Canada, and to Detroit and Port Huron, Buffalo, Suspen sion Bridge, Niagara Falls, on sale at

SINGLE FARE

Good going on afternoon trains, Saturday, all trains Sunday and Monday, Aug. 3, 4 5, valid for return Tuesday, Aug. 6, 1907. For full information and tickets call on E. DE LA HOOKE, city passenger and ticket agent; E. RUSE, depot agent, of write J. D. McDONALD, D.P.A., Union Station, Toronto.



London Civic

Holiday

and to Detroit, on sale at

Single Fare

Aug. 3, all trains Aug. 4 and 5; returning until and on Tuesday, Aug. 6.

Tickets and full information at city ticket office, corner Dundas and Richmond streets or at denot

C. B. FOSTER, D.P.A., Toronto

INTERCOLONIAL RAILWAY TO THE SEASIDE

"Maritime Express"

"Ocean Limited" Leaves Montreal 12, noon (daily except Saturday).

Leaves Montreal 7:30 p.m. (daily except Saturday. FROM MONTREAL Riviere du Shediac\$11 6 Summerside .. 12 0 Charlottetown

Sydney 16 50 North Sydney. 16 50 St. Johns, Nfld. 30 50 Good going Aug. 12, 13, 14 and 15 Return Aug. 30, 1907. Our illustrated booklet, "Tours to Summer Haunts," tells of the places ton. Did the brick come out near that mentioned above. Write for free copies and any further information to

> 51 King Street, East. PERE MARQUETTE Civic Holiday

Toronto Ticket Office,

LONDON

will sell tickets from London to all stations in Canada at Single Fare for Round Trip

good going afternoon trains, Aug. 3, and all trains Aug. 5. Return limit, Aug. 6. H. F. MOELLER, G. P. A., Detroit. J. W. KEARNS, T. P. A., London.

Southwestern Traction Co.

LONDON AND ST. THOMAS First car leaving London at 6 a.m., last car at 10 p.m. First car leaving St. Thomas at 7 a.m., last car at 11 p.m. On Wednesdays and Saturdays

week-end rates, and last car one hour

HOURLY SERVICE BETWEEN

S. W. MOWER. General Manager

Summer Tourist Excursions

To points in Colorado, Btah, California, Oregon, Texas and Mexico

The Wabash will sell round trip tickets at greatly reduced rates, on sale daily (via all direct routes) until Sept. 15, good to return until Oct. 31 with stop-over privileges west of Chicago and St. Louis.

Ask your nearest Wabash agent for full particulars, or address J. A. BICHARDSON, district passenger agent, northeast corner King and Yonge streets, Toronto, and St. Thomas. Ont.



Montreal, Ouebec and Saguenay River TORONTO-MONTREAL LINE

HAMILTON-MONTREAL LINE



produce anything better than

The very best of flour, butter

A CRIME THAT IS

not experimenting with a new and un-tried remedy, but are getting one that has stood the test of time.

WILD STRAWBERRY and as I was glad to try anything I purchased a bottle.

"When I had taken four doses I found telief and since then I never fail to keep bottle in the house."



Frunk Sale

Reduced Prices 12 only, 34-inch steel-bound Trunks, brass mounted, with Corbin locks, best hardwood slats, compartment trays,

A .- I could not tell without produc

A .- In early June.

Q.—Did you remove any of W. J Q.-On June 1 was the

Q.-The stock carried generally

stock on the ground floor?

A.-Yes. Mr. Hammett's men had

A .- It was sold at the auction sale. Q.-What became of the stock on

orry loads received? A .- I could not say.

A .- Not at all. We opened them all. Q.-How much did you send out?

A .- I am not sure. I would have to Q.—The upper floors were used for

A .- At the time of the accident only

Q.—Were any removed from the first loor to the upper floors? Q.—Then a large part of the eight-

and third floors? A.—Yes. Q.—Were there any crates over A.-No crates. There were shelves ty up there?

Q.—When did they come in?
A.—Perhaps two weeks before

Apprehended No Danger. Q.—Did you apprehend any danger?

A .- I did not.

ed two barrels of goods for shipping Q.-What quantity of goods did you ee up there?

the day of the disaster?

Q.-Were you on the third floor or

A .- Yes, I went up there and check-

Stock Was Small.

over quarter of the usual quantity.

There were shelves not quite half fill-

ed and bins on the east side also about

Q.—What class of goods were on the

There did not appear to b

east side, over Hamilton & Long's store? A .- Stained glass ware Q.-What goods were on the secon A.-There were different kinds o

Q.-What openings were there to al

A .- There were openings, but n heavy crates were ever put there. Q.-On the ground floor there were A.—Not a great deal; less

ear that it had decreased the quan-

A.-No, it was not, but for the last

nonth or six weeks prior to the acci-

A .- I could not tell that.