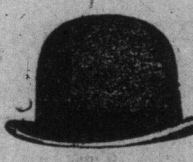


HATS!!!

Coming Your Way

Store open until 10 o'clock Saturday evening to sell hats that are altogether out of the ordinary at just ordinary prices.

There is not a hat in all Dineen's that will not last longer, look better, and show more real style than any hats you ever heard of elsewhere.



English Hats \$2.50, \$3



American Hats \$2.50, \$3



Soft Felts \$2.50, \$2.25



High-Class Silks \$5.00, \$6.00

We are the exclusive importers of the Henry Heath London made hat, hard and soft felts and silks—Also of the Dunlap American hat. In our general stock we carry hats made by the most select makers in England, United States and Italy.

- Knockabout Hats
- Automobile Caps
- Hat Cases
- Travelling Caps
- Opera Hats
- Raincoats
- Hunting Caps
- Yachting Caps
- Umbrellas

DINEEN'S

Corner Yonge and Temperance Streets.

MAYOR IS A GREAT DRIVER DODGED PAVEMENT HOLES

Engineer Has 21 Repair Gangs at Work—Ward Must Make Good—City Hall Matters.

Skilfully manipulating the reins guiding two brave bay steeds dragging a carriage similar to the vehicle that takes the country people to church, Mayor Coatsworth proved that the Canadian Horse Show is a great educator and the civic grant is vindicated.

Mayor Coatsworth's drive was akin to that of the expert artillerymen, who dodge in and out of obstacles by fractions of an inch. In some cases several fractions were necessary on this drive, for his worship was trying to dodge the holes in the pavements. The reason he tried to dodge them was because he wanted to see them.

With him were Controllers Shaw and Jones, and City Engineer Rust.

This is the open season for holes on main thoroughfares, and the municipal party had no difficulty in locating the shoals of them. The fact that the party came back without bodily harm is a tribute to Mayor Coatsworth's equestrian skill. They found all kinds of holes, excepting caves, on the pavements along Yonge, King, Queen, Jarvis and Sherbourne-streets. Many

were missed because they could not see them on account of the dust. The water cart brigade had headed them, but only once when several applications were necessary. Each street they visited resembled somewhat a map of the thousand islands with a lot of little extra islands thrown in to keep the others from becoming lonesome.

The engineer explained that he had 21 gangs of men at work filling up holes, and that in a month or so there would be nearly so many unless a lot more are made in the meantime. A vast improvement is promised, and Mayor Coatsworth, slightly burned by the spring sun and warmed up by the numerous jolts, was enthusiastic when he got out of the rig. Whether his enthusiasm was the result of getting out of the rig or due to the engineer's assurances is not stated.

Shaw Saw the Holes.

Controller John Shaw is an older man than the mayor, and he found quite a difference in the way the streets are and the way they used to be. He doesn't want to be quoted as to what he thinks of their condition, but only in what he says. His family journal could not quote what he thinks about it, but he says that repairs will have to be made on a most vigorous plan in order to get the streets into respectable shape. The mayor intimates that only the main streets are in the condition to be remarked upon in the profane line of vocabulary, but the tributary streets, which were taken by the party once in a while, possibly to rest the horses and allow the passengers' works to settle, were in a quite cozy state after what had been seen and felt.

The dust was worse yesterday than heretofore this season. It got into everywhere. A hide and seek wind picked it up, dropped it and then turned it all back again. Sore eyes are the order of the hour.

The numerous local improvements were hampered too by the vagaries of the wind. Much sand was deposited where it was not needed, and more was taken away from where it was wanted.

Solicitor After Ward.

The island committee had a long talk yesterday afternoon regarding Wm. Ward's relations to the city. It culminated in the city solicitor being instructed to take all necessary steps to bring Mr. Ward to time to make him pay what he admits he owes the city, and to get his neglected lease of city property properly attended to.

The committee endorsed a plan for a 60 foot roadway along the right bank from Chippewa-avenue to the brook-water.

Don't Like Environment.

The board of trade wants the Central Prison removed from the city as soon as it can be managed by the government, because too many sympathizers with inmates hang around the closed-in place. Some reflections were cast upon the efficiency of the police force by Vice-President Woods, who thought it queer that three explosions should occur in one night without a policeman hearing them. The locality is really indigestible. In the day-time little bunches of loafers lie around on the grass plots and cut off timid respectable people from the beauties of the property adjacent to the old fort, which is a natural park on the lake front.

The request was a puzzle to the board, but the mayor as usual promised that consideration would be given to the complaint.

As the summer season threatens to come on a lot of the nice people in the locality hope the consideration will be serious.

Observatory Will Stay.

Mr. Weatherman Stupart had a talk with the mayor yesterday because the Ottawa powers had notified him that the observatory was to remain in Toronto and temporary quarters, as offered by the city and the Ontario government were required. It is likely the government's offer will be accepted.

Can Force New Pavement.

The matter of resurfacing Jarvis-street is being left over for a day or two. The pavement has been down for sixteen years and a two-thirds vote of council can force a new pavement, instead of resurfacing at the expense of the city.

There was another squabble in the board of control yesterday regarding

Wm. Mackenzie's way of doing what he pleases with Edmund-street, some matters were discussed privately by the city solicitor and the controllers.

Numerous immigrants apply at the city relief office for food, but they are sent back to the immigration offices. The number of unemployed is increasing every day.

\$4000 for Commissioner.

Controller Jones has intimated that \$4000 should be the salary for his appointee as commissioner of industries. He will officially say so two weeks hence if he does not change his mind. Talk about it is spreading rapidly.

Where He Can See It.

The engineer is glad the government is not going to put down a pneumatic tube system for the postoffice department in Toronto. He prefers having the system where it can be seen, as the hidden expensive operation in the United States have not been a glorious success.

Another T. S. R. Suit.

The Toronto Railway Company is asking the courts to interpret the Toronto Railway Company agreement of 1891 with the city and George W. Kiley et al in regard to repairs of track allowances. It seems to be another time-saver on technicalities which are doubted. The company holds that the city is liable for the construction, renewal and repair of payments on the track allowances in return for the mileage pavement allowance in numerous cases. The company asks that the city may regulate but not prohibit, the laying of tracks. It also asks the court to declare that the city is not empowered under the agreement to order time-tables and street routes for the operation of the cars.

J. W. T. FAIRWEATHER & Co.



You'll be quick to note the air of smartness and distinction about the

SOFT HATS

we sell—when you put them alongside of the indifferent styles that are offered in many stores hereabouts—

Why not have the correct block—and be the well-dressed man that a stylish hat will make you?—It costs no more to have your hat right than to have it off in style—

Seven shades to select from in new English and American soft hats—

2.00 to 8.00—

Special values for young men at

2.50—

Derbys—2.50 to 5.00—

Silks—5.00—6.00 and 8.00—

“Terlus”

Serge Suits—give almost everlasting wear—and look well and clean to the last thread—a specially good business suit—

18.00—

Fancy Tweed and Worsted Suits—12.00 to 25.00—

Overcoats—

That were 20.00—22.00 and 25.00—selling for

15.00—

While the lot holds out this price holds good—

Fine

Furnishings—

Shirts—ready-to-wear—1.00 up—

Shirts to order—1.50 up—

New Neckwear—50c up—

New Half-Hose—50c up—

New Gloves—1.00 and 1.50—

New Fancy Vests—2.00 to 5.00—

New shapes in Summer Collars—3 for 50c—



84-86 YONGE ST.

RAILWAY MAKES PROGRESS.

Temiskaming Net Earnings for Quarter Show Good Advances.

The Temiskaming Railway returns for the quarter ending March 31 show earnings of \$98,996, with operating expenses of \$60,631, the net earnings being \$38,365. The railway's first quarter of last year, comprising 3 1/2 months, showed earnings of \$25,235, with expenses of \$21,895, or a balance of \$3,340. Thus there is an increase this year over last in net earnings of about \$35,000, while the ratio of running expenses to receipts is only 61.2 per cent, as against 86 per cent last year.

Capt. Robertson on Out of It.

Montreal, May 11.—It is announced that Capt. R. A. Robertson, 13th Regiment, will not go to Bielew.

Capt. Robertson stood third on the Bielew twenty. It will be a disappointment to all that, for business reasons, he cannot go with the Canadian team this year.

Archbishop of New Orleans.

Washington, May 11.—Right Rev. James H. Blenk, Bishop of Puerto Rico, has been appointed Archbishop of New Orleans, to fill the vacancy created by the death of Archbishop Chapelle.

ASKED TO HAVE COUNSEL AT RAILWAY COMMISSION

Board of Trade, However, Desire Only Businesslike Decision on a Long Standing Complaint

A board of trade deputation, which appeared before the railway commission yesterday morning, was rather shocked by a suggestion tendered by Chairman Killam.

In connection with the board of trade's long standing (since 1904 in fact) application for a reduction of freight rates through the province the following deputation waited on the railway commission yesterday—Peleg Howland, president; Hugh Blair, Jas. Woods and Secretary Morley. They were informed that the commission would be unable to hear the case until during the last week in May. Judge Killam went further and suggested that the board of trade be represented by counsel. It was customary for companies appearing to be so represented. He could also give precedents in England and the United States. The railways were represented by counsel, and he thought it was fairer.

“I think that the board of trade should be either represented or accompanied here by counsel. Only in this way can its interests be fully protected,” said the chairman.

“I am very sorry to hear that statement,” said Mr. Howland. “I think it should not be necessary for the board to hire a lawyer in order to get justice. That is all we want. A fair businesslike judgment after a fair businesslike enquiry.” The board already placed tariffs before the commission, which showed plainly that discrimination was practised.

Judge Killam replied that the commission constituted no greater protection to an appellant than did any other court. The commission would in any event, however, endeavor to make the best enquiry possible.

The Davies Case.

The commission then resumed with the Davies matter. W. D. Miller for the company asked to have a statement of Messrs. packer of Peterboro, concerning rebates. On a protest by A. G. Blair, the commission declined to accept the statement.

W. B. Bulling, assistant freight manager of the C.P.R., said he believed the Davies Case had a rebate of 2c a cwt. He knew of no others similarly favored.

In argument on the Davies case, Mr. Miller said comparisons should be made with United States rates which complainants had to compete with. “The saturated experience of twenty-five years’ of the railway officials,” he continued, “has not enabled them to know, generally speaking, what is the rate per ton per mile between Toronto and Montreal.” The Davies Company did not claim that because they had had an unprofitable year the railways should per bushel between Toronto and Montreal was a reasonable rate.

F. H. Chrysalis for the Grand Trunk, declared that the present rate was a variable one, and the now 19 cents, it was apt to go up or down, according to the Chicago market. The sliding scale being fixed by the board. Such a rate was not likely to go any higher, but it might easily go below even 16 cents, as it had last summer. Mr. Chrysalis said that water competition did affect the rates, even the no packing-house products were carried by boat.

Mr. Blair argued that the Davies people were making the complaint because they had previously had a lower rate. The packing company could not demand on any facts disclosed in evidence. He ridiculed Mr. Miller, who had formerly been a clerk in a railway office, and now undertook to teach men of long experience in rate-making.

“I do not know of any man who can tell the mark of profit, because there is no mathematical process by which it can be figured out. If Mr. Miller can demand that every railway in the world,” commented Mr. Blair.

Mr. Blair thought it remarkable that no other packers appeared before the commission. The Davies Company, who had a “pull” had enjoyed a rebate and a special rate.

Time is Valuable.

Mr. Blair spoke about an hour. He was cut short with a reminder from Chairman Killam that brevity was a desideratum.

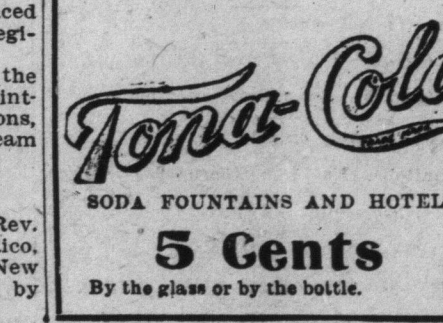
“Can't you cut it short, Mr. Blair?” said the chairman. “This case is dragging out too long.”

Mr. Blair thought that the commissioners might not realize how important the case was.

“I will have to ask you to condense your argument,” persisted Judge Killam. “If all the cases like this which come before us take up as much time as this it will be impossible for the board to do its business.”

The matter of lower rates west than east then became the subject of discussion. The complaint was made by Stauntons, Limited, wall paper manufacturers, who claimed that the difference allowed the Montreal manufacturer to sell cheaper in Toronto than Stauntons could in Montreal. It was shown that the rates west were cheaper because of the great traffic in from the west when the grain began coming in. The manufacturers of the east went west.

The stronger you are the longer you live. Get strong and live long by drinking



5 Cents

By the glass or by the bottle.

SIMPSON COMPANY, LIMITED

STORE CLOSING DAILY AT 5:30

New American Shapes in Soft Hats for Young Men

The hats from “little old New York” seem to fill the bill for most young Toronto men. We have them—not in sufficient quantity to turn Yonge Street into Broadway, perhaps, but in plenty all the same. You should see what good soft hats we can offer at \$1.50.

Youths' and Young Men's Soft Hats, in the newest American shapes, popular low crowns, with crease, pinch or the full crown effect, \$2.00 hats elsewhere, colors black, brown or pearl grey, 1.50 Monday, special..... 1.50



The Simpson Shoe for Men

All popular styles. All popular sizes. All popular widths.

A \$5 Shoe for \$3.50

Smokers' Bargains

25c Brier Pipes, reduced price 10c—less than cost. 50c Rubber Tobacco Pouches, round and flat, only 25c each. These goods are part of a Bankrupt Stock.

Cherry Pipes 2 for 5c—regular price 6c each. 10c Cigars for 6c each, Saturday only—Marguerite, Bostons, Irvings, Maritans, Japs (large), La Fortuna.

Alive Bollard, 128 Yonge St.

Shur-On Eye glasses

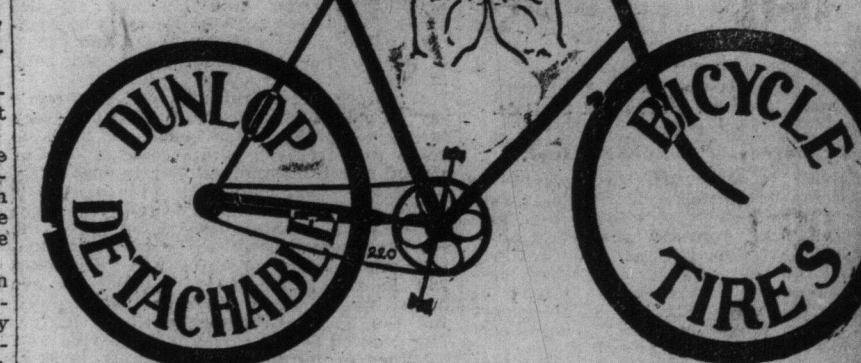
WRINKLES ARE OFTEN CAUSED BY DEFECTIVE EYESIGHT

It is not the use of the EYES that injures them. It is the neglect that causes the trouble. Remember that we devote our entire time exclusively to the scientific examination of the eye and the furnishing of glasses.

F. E. LUKE, Refracting Optician, Issuer of Marriage Licenses, 11 KING STREET WEST, TORONTO.



THE ONLY TOOLS YOU'LL NEED



Dr. Soper Boat Lamps and Life Buoys

We have a new stock of English Boat Lamps, very suitable for Row Boats, Dinghies, Sail Boats, etc.

RICE LEWIS & SON, LIMITED, Cor. King and Victoria Sts., Toronto

OBITUARY.

R. A. Brennan.

R. A. Brennan, a music teacher, formerly of Toronto, is dead, at Detroit, the result of a fall in stepping off a street car, which gave him concussion of the brain. His demise will be deeply regretted by his many friends and former pupils here. He is survived by his widow and one niece Mrs. Chas. K. Judson of Detroit, and three grand nieces, Mrs. John S. Fleming of Los Angeles, Mrs. Ernest McLean of Cleveland, and Miss Mary Love of Detroit.



The cut's the thing in later-day tailoring. Of what avail is the best cloth if it's bungled in the cutting?

No bungling here, our cutter knows the styles and how to express them with vigor and virility.

Spring Overcoats to order \$27.00.

SCORE'S TAILORS

77 King Street W.