

Special Display of New Styles  
in Ladies'

## Wool Sweater Coats

Secure one of our new styles to take with you on your vacation. They are both practical and useful for such an occasion. We show a fine variety of styles, featuring all the newest ideas introduced for the season. Shown in beautiful assortment of colors in all the desirable shades for present wear.

## Wool Spencers

Fine display of Wool Spencers in single and double knit styles, with buttoned fronts and long sleeves. The range of colors includes sky, green, pink, rose, mauve, navy, green, paddy, grey, gold, white, etc. Priced at \$2.95 each.

## Cotton Crepe Kimonos

Light summer weight Cotton Crepe Kimonos in variety of new styles, showing trimmings of embroidery, ribbon and hemstitching. The colors are pink, rose, sky, green, mauve, wisteria, etc. Also in the same range of colors as the Wool Spencers. Dressing Jackets in assorted styles.

## Silk Waists

We show a fine assortment of pretty styles in Ladies' Georgette and Crepe de Chine Waists. They are shown in fine range of dainty summer shades, including white and black. Our prices are moderate.

Mail Orders Receive Careful Attention.

**JOHN CATTO & SON**  
TORONTO

**Ladies' and Gentlemen's HATS**  
of all kinds cleaned, dyed and remodeled.  
Work excellent. Prices reasonable.  
NEW YORK HAT WORKS  
Phone N. 5185. 566 Yonge St.

CONSTABLES HIT  
IN WINNIPEG ROW

(Continued From Page 1.)

assist in the maintenance of law and order by keeping off the streets as much as possible, and attending strictly to business. "I wish to avoid the use of sterner methods, if possible," the proclamation read, "but will use whatever methods are necessary to preserve law and order." Military forces have been ordered "to be prepared for any emergency."

Four arrests have been made by constables in connection with yesterday's rioting. The men arrested are said to be foreigners. Winnipeg was quiet this morning, and reports received by the citizens' committee are to the effect that most of the strikers are returning to work today.

Telegraphers of the Canadian Press, Limited, at Winnipeg, Calgary and Edmonton, who have been on strike, returned to work at noon today, following satisfactory negotiations with the management. This is the result of a general meeting of publishers of the prairie section, held at Regina on Monday last, when a resolution was adopted unanimously endorsing the position taken by First Vice-President E. H. Macklin, that no negotiations could be entered into with the men on strike until the principle had been affirmed that the Canadian Press, Limited, would not tolerate interference by its telegraphers in the conduct of its news services, and that the function of the telegraphers begins and ends with the sending or copying of the despatch prepared by its responsible editors and correspondents.

In view of the fact that certain telegraphers who have withdrawn remained loyal to their agreement had refused to copy matter bearing on the strike situation in Winnipeg and elsewhere, it was considered advisable that this principle be asserted to without qualification by the whole body of telegraphers of the western division. This has now been done.

Harper, customs broker, 39 West Wellington street, corner Bay, Adelaide 4682

## THE TIMAGAMI FOREST RESERVE.

Every angler who knows the real thrill of landing a "big fellow" desires to enjoy the sport that the wonderful Timagami region of Ontario affords. Sportsmen who have fished all the important waters of the continent declare that the fishing in Timagami cannot be excelled. Lake Timagami with its sixteen hundred islands and three thousand miles of shoreline is the home of the black bass, the brook trout and other game fish, while the innumerable smaller lakes are also well stocked. There are no hardships to be encountered in reaching Timagami. A few minutes after leaving the Grand Trunk through train from Toronto the sportsman finds himself in the bosom of the forest and in a labyrinth of islands, inlets and channels, inviting him to go north, south, east and west. There are good outfitting facilities and also some boarding establishments, but this great region is still absolutely unspoiled. For full particulars and information regarding this territory apply to Grand Trunk agent, or C. E. Horning, D.P.A., Toronto, Ont.

**DODD'S KIDNEY PILLS**  
FOR ALL KIDNEY DISEASES  
BRILLIANT CURE FOR  
DIABETES BACKACHE  
AND 23 THE PRO...

## THE WEATHER

Meteorological Office, Toronto, June 11.—(8 p.m.)—The area of highest pressure has passed to the Gulf of St. Lawrence, and an extensive low area is now slowly approaching the Great Lakes from the westward. Showers have occurred today in many parts of the western provinces and in eastern Nova Scotia. Elsewhere the weather has been fine.

Minimum and maximum temperatures: Dawson, 42, 80; Prince Rupert, 42, 52; Vancouver, 48, 60; Victoria, 50, 58; Batavia, 56, 74; Prince Albert, 53, 75; Saskatoon, 51, 74; Moose Jaw, 55, 71; Port Arthur, 50, 60; S. S. Marie, 58, 74; Parry Sound, 60, 84; Toronto, 64, 78; Kingston, 64, 78; Ottawa, 58, 78; Montreal, 58, 72; Quebec, 54, 66; St. John, 50, 62; Halifax, 52, 62.

Probabilities.—Lower Lakes and Georgian Bay.—Moderate easterly winds; mostly fair and warmer; thunderstorms in a few localities. Upper St. Lawrence, Ottawa Valley, Lower St. Lawrence, Gulf, and North Shore.—Moderate easterly winds; fine and warmer. Maritime.—Moderate easterly winds; fine and little warmer. Lake Superior.—Fresh easterly winds; warmer and mostly fair; occasional showers. Western Provinces.—Unsettled and showery.

THE BAROMETER.

Time.	Ther.	Bar.	Wind.
8 a.m.	67	29.98	14 N. E.
Noon	72	30.00	15 N. E.
2 p.m.	73	30.00	15 N. E.
4 p.m.	71	29.98	16 N. E.
8 p.m.	69	29.96	16 N. E.

Mean of 71, 73, difference from average, 11 above; highest, 75; lowest, 65.

STEAMER ARRIVALS

Steamer.	At	From
Finisterre	New York	Brest
Cliff	New York	Liverpool
Aquitania	Southampton	Halifax
De Sautern	Corunna	New York

## STREET CAR DELAYS

Wednesday, June 11, 1919.  
Dundas street eastbound, delayed 80 minutes at 8:30 a.m. at Bay and Richmond streets, by concrete mixer broken down on track.  
Bathurst cars, both ways, delayed 5 minutes at Front and John at 6:35 p.m., by train.  
King cars, both ways, delayed 5 minutes at G.T.R. crossing at 7:43 p.m., by train.  
Queen cars, both ways, delayed 6 minutes at G.T.R. crossing at 8:33 p.m., by train.

## FLOWERS FOR EVERY OCCASION.

"Canada's Greatest Floral Shop."  
**Simmons & Son**  
YONGE AND ELM STREETS, TORONTO  
Simmonsphones Main 3189 and 1704.

## RATES FOR NOTICES

Notices of Births, Marriages and Deaths not over 100 words... \$1.00  
Additional lines over 100 words... 50c  
Lodge Notices to be included in Funeral Announcements... 50c  
In Memoriam Notices... 50c  
Poetry and quotations up to 4 lines, additional 4 lines or fraction of 4 lines... 50c  
Cards of Thanks (Solemnities)... 1.00

## DEATHS.

SALES—At 37 Bernard avenue, on Wednesday, June 11, Hannah Morgan, relict of the late Joseph Sales, in her 84th year.

Funeral Friday, at 2 p.m., to Mount Pleasant Cemetery. Motors.

DARLING—At Toronto General Hospital, on Wednesday, June 11, Daisy Darling, beloved wife of Andrew Darling, aged 28 years.

Funeral from her late residence, No. 2 Bartonville avenue, Mt. Dennis, on Friday at 2 p.m. to St. George's Cemetery, Islington.

TAYLOR—On Wednesday, June 11, at her residence, 44 Summerhill garden, Toronto, Alicia Mitchell, widow of the late Rev. George I. Taylor, in her 70th year.

Funeral private.

Established 1892.  
**FRED W. MATTHEWS CO.**  
FUNERAL DIRECTORS  
665 SPADINA AVE.  
TELEPHONE COLLEGE 791.  
No connection with any other firm using the Matthews name.

**Mrs. James Harlock, Kitchener, Is Discovered Dead in Bed**

Special to The Toronto World.  
Kitchener, June 11.—Mrs. James Harlock, 73, was found dead in bed this morning at her home here. Deceased had been in good health for some time. She was born in England. She is survived by her husband and six children.

## KIRKLAND MINERS STRIKE THIS MORNING

Special to The Toronto World.  
Cobalt, June 11.—The members of the Kirkland Lake Miners' Union have called a strike in that camp, to commence at 7 o'clock tomorrow morning, according to a notice received here today. The action follows the failure of the operators to meet the demands presented by the union on May 27. Approximately 200 men are affected.

PORT COLBORNE SAILINGS.  
Port Colborne, June 11.—Up—Volvyn W. 1 a.m.; Windsor, 3 a.m.; L. W. Robinson, 5 a.m.; Volcan, 4 p.m.; Rickard, 7 p.m.; Down—Simons, L. J. Angel, 2:30 p.m.; Rannels, 10 p.m.; Howard W. 11:50 p.m.; Coverton, 5:30 a.m.; Keyport, 6 a.m.; Key West, 8 a.m.; S. C. 4:15 and S. C. 4:11 a.m.; Lake Folcroft, 10 a.m.; Windsor, 10:30 a.m.; Fairfax, 10:30 a.m.; Imperial and Barge 41, 3:30 p.m. Arrived—C. N. Cote, Cleared—Osler and Calvite. Wind easterly.



When the Bolsheviks started to upset the local government of the German city of Munich, the authorities lost no time in sending armored cars thru the streets to preserve order. Above is one of the business-like looking vehicles that were largely instrumental in preserving order during those troublous times.

## BALL PUTS HORSE BEFORE THE CART

Alderman Confutes Harris by Showing Population Follows Transportation.

## MT. PLEASANT SHELVED

To Be Considered at Same Time as Metropolitan Purchase.

"That the report of Commissioner Harris be sent to the board of control to be considered in conjunction with the proposed purchase of the Metropolitan."

The above resolution clearly defines the fate of shelving the proposed Mount Pleasant road civic line. The committee of works under the chairmanship of Ald. Hiltz sat yesterday afternoon to consider a project for the construction of a civic line. Commissioner Harris had presented certain alterations to his estimate but he recommended that for the present no such line should be constructed. The committee on Monday last visited the locality of the proposed line, and after considering the various schemes decided that the one called A-2 was with certain alterations the best adapted for the needs of the district, but did not by the selection pledge themselves to build any line. Commissioner Harris was asked to make certain alterations to his estimate for A-2, and yesterday reported to the committee as follows:

"You suggest that my report A-2 should be revised in the following particulars: 1. Omit estimate for widening St. Clair avenue to 86 feet, from Yonge street to Mount Pleasant road. 2. Include cost of land acquisition for purchase at present time of right-of-way for permanent bridge to be built ultimately over ravine at Moore Park. Recast Estimate.

"I have accordingly recast the estimate submitted, the pavement width being reduced from 54 to 50 feet. Upon the foregoing basis the revised estimate is \$954,965, or \$191 per daily passenger. The annual fixed charges on this amount would be \$15.88 per daily passenger. Adding thereto the estimated annual cost of operation and maintenance, as in the report of June 5, produces a gross annual cost of \$21.50 per daily passenger. Deducting therefrom the estimated revenue, as per report of June 5, namely, \$6.12 per daily passenger, produces an annual deficit of \$15.38 per daily passenger, or a total annual deficit of \$75,900.

Alderman Ball severely criticized the commissioner's report and said he did not think Mr. Harris was justified in taking such a definite stand in recommending that no line at all should be built, when the construction of the Mount Pleasant line had been voted upon and requested by the people as far back as 1912. He had simply ignored the large body of citizens who badly needed the line. The commissioner complained that the population of the district was too sparse to warrant the line being constructed, but Alderman Ball countered this argument by stating that there were more people now living in the Mount Pleasant district than there were in certain other districts when the city decided to build some of their street railway lines.

C. P. R. Example  
No initial transportation system could be regulated by population—people come to a district when facilities were provided. Both the C. P. R. and the G. T. R. had built railroads where no population existed at the time, but soon after construction the districts had become thickly populated—in fact, the urban population followed construction so far as railroads were concerned. There was no district in the city so badly off for transportation as the Mount Pleasant district. The people did not require an expensive track, a single line would be quite sufficient for their needs. All they wanted was transportation and as Toronto citizens they had a right to demand it.

Alderman Beamish supported the building of the line and said he knew

**MURINE EYE REMEDY**  
For Red, Watery, Itchy Eyes, for Redness of the Eye and Granulated Eyelids, etc. MURINE CO. Chicago

## CRERAR AND CALDER PUT TEST IN DEBATE

(Continued From Page 1.)

gone to the country three years in advance. Mr. Lemieux urged a reduction in national expenditures and condemned the government's nationalization of railways program.

Mr. Michael Clark (Red Deer), moved the adjournment of the debate, and will be the first speaker on Thursday. Trade Relations Enquiry.  
Some days ago Mr. Armstrong of East Lambton asked whether it was true that the imperial government had appointed an imperial board of investigation for the purpose of inquiring into trade relations between Canada and the empire, and whether Sir George Pailey had been appointed to the board.

Replying today, Sir Robert Borden said no such board had yet been constituted. But the government had under consideration proposals submitted by the imperial government for the constitution of an imperial investigation board to be set up of the governments of the empire in pursuance of resolutions passed at the imperial war conference of 1918. It was proposed that the board should have power to inquire into complaints regarding ocean rates, facilities and conditions in the inter-imperial trade, and that the board should have power to make recommendations for the co-ordination and improvement of such matters. He stated that no definite appointment had yet been made.

Power to Control Rates.  
Sir Robert Borden added that a proposal had been put forward by the imperial government by the prime minister of Canada that full power as to the control of ocean rates and the disposition of the shipping to the British Empire be conferred by concurrent legislation upon a temporary commission representative of the United Kingdom and the dominions; and that a committee representative of the United Kingdom and the dominions to immediately set up for the purpose of framing a permanent scheme and for the general development of ocean transportation within the empire.

Crerar in Budget Debate.  
Hon. J. A. Crerar resumed the debate on the budget. The house was well filled and there was a good attendance of the general public in the galleries. He began by saying that in view of his resignation from the government it was but proper that he should refer briefly to the circumstances of his joining the government and the circumstances of his withdrawal.

In the year 1917, it was quite clear that a serious situation had been created in the empire. There had been in western Canada a strong desire that some kind of national government should be formed in order that the Canadian contribution to the war effort should be more effective. The prime minister invited him to join the government and being representative of a certain body of opinion he accepted the invitation from a sense of duty. Under similar

circumstances he would take the same step again.

Mr. Crerar said that when he joined the government he said one thing clearly: he had not surrendered the principles to which he adhered, and every outstanding issue, however, and everything else was for the time being submerged under that issue. Now the war was over. That being the case and when it came to a consideration of what the fiscal policy of Canada should be, he found himself in sharp opposition to the government. There was then only one honorable course to pursue and that was to tender his resignation.

Debt Nearly \$2,000,000,000.  
In reviewing the policy which led him to take this action he said one fact that stood out as a beacon light was that the national debt of Canada would be \$1,950,000,000, and that Canada would require to raise an annual \$300,000,000.

Mr. Crerar emphasized the point that in his opinion this was a prodigious task. He asked why the seven and a half per cent. war tax had been taken off certain articles of the government in this respect was inconsistent.

Rural Decline  
In Ontario the result of the national policy had been a decline in the rural population. Agriculture had been going backward in Ontario instead of forward. The value of agricultural products in Ontario under normal conditions was less than it was thirty years ago. In Ontario one could find not hundreds but thousands of abandoned farms.

Did Canadian manufacturers, Mr. Crerar asked, really require the protection they enjoyed? In 1914 exports of agricultural implements from Canada were \$7,600,000; in 1915, \$3,650,000; in 1916, \$3,850,000; in 1917, \$4,400,000. "You will note," Mr. Crerar commented, "that there was a decline in the last three years. I attribute that to the fact that the energies of the manufacturing plants

Cost of Clothes  
If said Mr. Crerar, we are going to strike at the high cost of living, he thought the best way to do it was thru the tariff. He referred to the increase in the cost of clothes. In 1914, the invoice price of a suit of clothes coming from England, was \$10.00. The duty on this amounted to \$3.00. Adding profits for the various persons who handled the clothes, it was ultimately sold for \$22.50. In 1919, however, the invoice price of the same suit was \$25.00, and the duty had grown to \$5.75. The result of this was that when all profits were added, the wearer of the suit had paid more than \$68.00 for it.

If the tariff was materially reduced, said Mr. Crerar, the question arose as to how revenue was to be made up. Three methods were suggested in the platform of the Canadian council of agriculture. The first was income tax, the second a graduated inheritance tax and the third a direct tax on the unimproved value of lands.

Calder's Reply  
Hon. J. A. Calder, in reply to Crerar, complimented Sir Thomas White on his budget statement. "Taking into account all considerations," said Mr. Calder, "I have come to the conclusion that there is no other course open to me but to support the budget and I can do that without sacrificing any principles that I hold, or my views on the tariff. I can do so without prejudice to the interests of the

province from which I come or the constituency I represent."

Proceeding, Mr. Calder said that there are those who claim that the government should have brought down a revision of the tariff at the present session. With that view he could not agree. The government was not formed to revise the tariff but to carry on the war policy.

Shall Administration Remain?  
"The question that must be decided," continued the minister, "is whether or not the government as constituted, should be allowed to carry on. We must decide whether or not the time has arrived for the administration to make way for another. Personally, he held the view that any tariff proposals now made are merely tentative and temporary. When the time for revision arrived, Mr. Calder presumed that the prime minister would consult his colleagues as to the principles which will underly that revision. It was quite possible that when that time came there would be changes in the personnel of the cabinet, because it would be necessary then for every minister to make his decision.

LAPLAND TROOPS WELCOMED HOME  
Over Five Hundred Reach Exhibition Camp for Demobilization.  
SENT TO HOSPITAL  
On Re-examination, Some Fifty Found to Have Social Disease.

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Promptly at 6:45 p.m. last evening the train bearing a party of 18 officers and 554 other ranks, from the S.S. Lapland, pulled in at the Exhibition Camp.

There were the same joyful scenes of reunion enacted as on previous occasions when Toronto's heroes returned, and enthusiasm ran high as the train steamed into the station amid hearty cheers from those assembled on the platform and along the railway embankment.

Mayor Church, Col. Gibson, Capt. Jays and Capt. Richardson were assembled on the platform to greet the boys as they stepped off the train, and the Garrison Battalion band played rousing military airs.

The men were put thru the process of demobilization in record time altho the proceedings were lengthened somewhat as a re-examination of the

veterans had been ordered. This was occasioned by one of the party reporting to the M. O. with a serious disease. Upon re-examination it is stated that approximately 50 of the men were infected and were accordingly dispatched to the base hospital for treatment. Otherwise there was no hitch in the proceedings and the last man had "hit the trail" for home by 9:30.

The outgoing men were put up at the Red Triangle for the night before proceeding to their homes on convenient trains.

DELIGHTFULLY COOL ON THE GREAT LAKES.  
Port McNicoll, a few hours pleasant journey via Canadian Pacific Railway, is the gateway to the Great Lakes. Steamship Express leaves Toronto 2:00 p.m. each Wednesday and Saturday, making direct connections at Port McNicoll with either steamship "Kewatin" or "Assiniboia," for Sault Ste. Marie, Port Arthur, Port William. Particulars from any Canadian Pacific Ticket Agent, or W. B. Howard, district passenger agent, Toronto.

BROKE THE BOTTLES.  
Joe Mole, 141 Centre avenue, was arrested last night by Plainclothesmen Ward and Scott, charged with a breach of the Ontario temperance act. Mole is said to have broken five bottles containing alcohol by throwing them against the wall when the police entered his home. Ward, however, secured one of the unbroken bottles, and will use it as evidence against the accused this morning in police court.

Call and see the McClary's Florence Automatic in actual operation.

Sold by  
ROBT. SIMPSON CO., LTD., Yonge and Queen Sts.  
W. J. MERRILL, 862 Kingston Road.  
H. H. HARDWARE CO., 1612 Danforth Ave.  
ACME HARDWARE CO., 2425 Yonge St.  
WASHINGTON & JOHNSTON, Broadview and Queen Sts.  
PRITCHARD HARDWARE CO., 223 Danforth Ave.  
REVELEY & SON, New Toronto.  
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## Amusements.

## ALLEN THEATRE

ELSIE FERGUSON  
in  
"EYES OF THE SOUL"  
EVALEEN O'DONOGHUE  
Soprano.

WEEKLY-COMEDY  
NEXT WEEK  
DOUGLAS FAIRBANKS  
in  
"THE KNICKERBOCKER BUCKAROO"

IDEAL VENTILATION

## STRAND TO DAY

TODAY  
CHARLES KLEIN'S Super-dread-nought of Melodramas  
'THE THIRD DEGREE'  
With All-Star Cast headed by Alice Joyce and L. Rogers Lytton.  
Commences at 11:30, 1:30, 3:30, 5:30, 7:30, 9:30.

## MADISON BLOOR AT BATHURST

PETROVA  
"The Panther Woman"

## CENTRAL Y. M. C. A.

Athletic Meet - TONIGHT  
Varsity Stadium. Children 10c.  
Admission 25c.

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## Amusements.

GRAND! MAT.-2.30  
LAST 3 DAYS  
"COMMON CLAY"

with  
FANNY WARD  
The Tremendous Harvard