THEHAMILTONTIMES

TUESDAY, MAY 25, 1909

WORK THE CONVICTS. An eastern exchange notes the fact that the wife of a convict sentenced to hard labor has been found destitute and suffering, and inquires why the city, for whom this man is compelled to work, ld not pay a small sum to the dendent wife to represent his earnings. and it demands an answer. It is all very well to say that in present itions the care and manageme the convicts leave no margin from which to pay for the support of de endents,-but, that does not meet the point; it but shows that our manage ent of the convicts is inefficient. The onvicts could be employed at labor profitable to the community. They should made to earn all they cost the country and something more, so that their people. We cannot too soon face facts that our penalogical methods far from perfect. Restitution should se a prime factor in our system of punishing crime. The convict should be required to make good whatever losses. he may have caused to those against whom his criminal efforts were cised, and to organized society. To that end he should be employed at profitable work. We must get over the idea that ause the convict's work is done to repay to the wronged individual and to society the losses he has occasioned, his working becomes a wrong to honest labor. That fallacy has already led to much cvil. The man must live either by the profft of his own efforts, or by becoming an additional burden on honest labor. To predicate that as soon as a man becomes guilty of a crime he must cease, not only to produce sustenance for those dependent upon him, but must himself become a charge upon the honest community, is to present a situation gainst which all sensible men will rebel. We have been far too considerate of the criminal. He should be made not only to work, but to work hardharder than the man who works without the prison. And we should not scruple to require that he earn the food of those who, had he not become a convict, would

A TELEPHONE JOURNAL

have had the right to look to him for

The Times has received a copy of the Telephone Gazette, an eight-page monthly published by the Bell Telephone Com pany for circulation among its employ The little journal is intended serve an important purpose in the de velopment and extension of the company's service, and will keep all branches of the service informed as to the work going on and the improvements and ex tensions being made. Obviously an or gan of this sort may be made very use ful in cultivating a loyalty and esprit de corps which cannot fail to prove beneficial to the public to be served. The con tributions of helpful hints by the offi cials of the company must have an edu cutional influence upon the employees.

A statement contained in the issu before us gives the percentage of gain in subscribers, the cities being classified according to the number of telephones in each exchange. We note that the in crease in Montreal for January and Feb was 8.72 per cent.; in Toronto 12.01 per cent.; and in Hamilton 10.71 per cent. Announcement is made of a arge number of estimates for reconstruction, additional cables, etc. Already this year four circuits have been completed or are under way, between Hamiton and Toronto.

It has occasionally been stated that the Bell Company policy has been to discourage the construction and operation of rural telephone services by farm ers for their own service and benefit We have frequently pointed out that this was very far from the fact. On the contrary, it furnishes every reasonable faagraph in the paper before us says: The Telephone Company of Canada, in addition to its own extensive rural line service, amounting in the aggregate to rangements for interchance of business over three hundred local companies in the Provinces of Ontario and Quebec, whose service is confined almost evely sively to farmers, and these companies have already about 15,000 subscribers. The company gladly meets those contemplating building lines and gives its information, 'advice, and assistance where required; and the fact that the number of lines seeking its connections is greater to-day than ever before is an evidence that its services are appreciated.

THE RETURN OF SENSE.

It is somewhat disconcerting to the navy-crazed element of the English nists, and to their little imitators in Canada, who treat all who are not ready to demand Canadian contributions of Dreadnoughts as the only proper Can adian method of sharing in Empire defence as dishonorable "spongers," to find such men as Lord Charles Beresford deprecating the foolish panic and expressing grave doubts as to the fighting value of the Dreadnoughts which they wish Canada to spend her millions upon. There is a good deal of reason for susscare was deliberately worked up for make it appear that the present Liberal Government of Great Britain lacked patriotism—that it was content to per-

he Empire in peril. In Canada the super-loyal gentry attempt to make it appear that the Canadian Government falls short of its duty in the matter o defence, and they will not listen to the statement that Canada is acting in the matter in co-operation with the Impe rial authorities and with their heart; approval. Lord Charles Beresford is not a member of the Liberal party of Grea Britain, but he frankly declares that the Asquith Government is "taking a na tional view of the matter and anythis he could do to help them he would do to the best of his ability." No wonder that an alarmist journal should regard this statement as calculated to discour age the scare-mongers and conclude that the languishing of the movement is due to Lord Charles Beersford, whom it charges with "crabbing the whole cam paign on the main point" and "blanketkind are not a new thing in Great Britain. In a short time the people will recover their wonted judgment and caln wonder is that some ordinarily level-headed Canadians have for the mo-

EDITORIAL NOTES.

In Montreal yesterday hogs on the noof reached \$0 a cwt. Probably we shall soon have to abandon bacon and

The street railway conductors must have breathed a sigh of relief as they ended their last trip yesterday. Theirs was no easy job,

Now that the Dreadnoughts are to be outclassed by the battleships being built this year in Great Britain, must Germany proceed to build an entirely new fleet of still greater vessels?

There is a great railway strike on in Georgia, the purpose of which is to ex-clude negro firemen from the railway company's employ. The race question is still very far from being settled in the

The value of the Canadian export of field crops, animals, and animal products has increased from \$84.719.292 in 1901 to \$128,903,794 in 1908. The amount invested in agriculture has, in the same time, increased from \$1,761,486,180 to \$2 440,000,000

The new insurance act places foreign licensed fire companies at a disadvan tage of 15c on each \$100. The effect of this preferential tariff should be to require all foreign companies doing busi-ness in Canada to take out licenses and establish offices here.

Something like \$85,000,000 is to 1 spent in railway construction work in western Canada this year. Much of this expenditure is more truly for the building up and strengthening of the Empire than if it had been spent on Dread

The split in the British Socialist par ty is growing wider. The editor of the Labor Leader, the organ of the Independent Labor party, has resigned bewhile bitter attacks are being made upon Mr. Keir Hardie, who is styled the recker of his party.

The man who revels in the joy of a rar scare must be versatile minded indeed. A few weeks ago his hair was stiffening with dread of an air fleet of Zeppelin warships and now, so soon Germany has decided that the Zeppelin airship is a has been, and declines to rder any more of them!

It seems to be hopeless to attempt prod the New Brunswick Government in to taking legal action along the lines of its commission's report against Mr Pugsley. It is pretty well demonstrated now that the report of the Hazen Commission was intended merely for purposes of slander.

nen he wants for the new British territorial force. The regular army is ful and he could at once send out 150,000 trained soldiers to any part of the world. He says that the British over-sea army is twice as strong as the over-sea army estimates that it would cost \$150,000,000 a year more than the present expend ture to raise by compulsory service 1, 000,000 men.

Yesterday was an ideal day for holiday. Thousands of people enjoyed out-of-town excursions and other the ands swelled the population of the city various transportation companies did a Company operated at some disadvan tage, owing to the reconstruction wor progress. There was a great rush to the new east end amusement attraction Maple Leaf Park, where the Greater was visited by many thousands. Notwithstanding all the crowd and rush the day seems to have passed without any serious mishap. Good order and good nature prevailed. It was a day of quiet, rational enjoyment.

All Britain has not gone crazy on Dreadnoughts. H. Stanley Jevons in a engthy review article in which unen lengthy review article in white ployment is largely blamed to faulty ployment is largely blamed to faulty ployment is largely blamed to faulty education, declares that the view of many students of the situation is that chment in favor of education should be made in the military and naval estimates. He declares himself a believer in adequate national defence,

but adds: "I am confident that a reduc-tion of our expenditure on the army and navy may be undertaken with perfect safety if the money so saved be applied to improving elementary education."

"It is not only a country's ships, guns and forts which make it strong, but the intelligence and character of the men composing its armed forces.

measure of social reform of general and far-reaching importance. This will cost much money, the whole of which the vide. Let him, therefore, now contribute but a little extra money wherewith to begin the reform of education, and to reduce the proportion of expenditure upon the army and navy, and thus have means of still further improving our teaching."

The following is from the Toronto Mail and Empire's report of the races or Saturday. For a city that ostentatiously boasts the title of "Toronto the Good," it seems to make much of the gambling

it seems to make much of the gambling feature of race meets:

Down in the betting ring 51 book-makers, with their corps of assistants, struggled against every possible inconvenience to satisfy the gambling proclivities of their many thousands of patrons. The enclosure was probably never so congested, and the promenade between the two long lines of layers of odds bore a close resemblance to a flying wedge on a football field. The rush of intending bettors created a current that swept through like a torrent with little whirlpools at every bookmaker's stand. Unfortunates who failed to hand in their bets when passing were caught in the eddies and whirled around until they were landed at the next book or perhaps carried to the end of the line. The anti-betting crusaders possibly succeeded in some degree in lessening the amount of gambling, as many hundreds who wager only for the excitement, refused to enter the lists in such a contest for the privilege of risking a few dollars, but the gain, was more than counterbalanced by the increase in profanity and the general feeling of irritation aroused.

OUR EXCHANGES

CHEAN UP DAY. (Kingston Whig.) Hamilton, Peterboro', and other cities can have a cleaning-up day. Why not

Kingston? NO ELIMINATION HERE

(London Free Press.) The gradual elimination of fireworks from Victoria Day celebrations is along proper lines.

HAMILTON.

(Toronto News.) The American cities are exercised over the allegation of Hamilton being a rake Nonsense! Hamilton is a city.

POOR WAGES. (Stratford Beacon.

Germany is the most highly "protect-ed" country in Europe, yet its workmen receive a scanty portion of the alleged benefits, whilst the cost of living is abnormally high.

NOT LIKE QUEEN'S BIRTHDAY.

(Toronto Telegram.) Victoria Day is a good name, but will-never stick to May 24 like Queen Birthday has adhered to that gloriou and immortal date.

DON'T WORRY. (Brockville Recorder.)

The police station at North Bay was burglarized recently. Hamilton ought to tet a double supply of locks and guards. Take warning before it's too late.

AFTER THE POLICE AGAIN.

(Toronto News.)

Hamilton will devote a week to cleaning up the city. If it could take some of the dust and cobwebs out of its police department, the effort might be worth while.

VICTORIA DAY. (Buffalo Express.)

see an unusual number of Can-If you see an unusual number or Can-adians flags around to-day, don't think-we're "toadying to the British." All that we're doing is making our Canadian cou-sins feel at home. They are with us to-day, for it is Victoria day!

IS IT A SIN? (Windsor Record.)

The Toronto Telegram calls on Hon. J. S. Hendrie to resign from the Hydro-Electric Commission because Hamilton has withdrawn from the Hydro-Electric scheme. Why should Mr. Hendrie be held accountable for the sins of Hamilton?

WAS TIME TO ACT. (Belleville Intelligencer.)

(Belleville Intelligencer.)

A serious state of affairs comes to light in Hamilton. The Council recently passed a by-law prohibiting dogs from running at large in that city, under pain of their destruction, it being alleged that some vagrant dogs had symptoms of rabies. Since the enactment was passed several dogs have been killed, and the Dominion analyst, who examined their carcasses, reports that they were infected with rabies. The Hamilton Council did not get busy too soon.

DESERVED PROMOTION.

The many friends of Mr. J. H. Heath will be pleased to hear of his promotion to the important position of supervisor for the Union Life Assurance Company, having charge of what is known as the Lake Ontario division. Mr. Heath was the company's local manager up to eight months ago, when he was assigned other important work. Mr. Heath is one of the oldest employees, in length of service, with the Union Life, and his many friends wish him every success in his new position.

IS VICE-PRESIDENT.

Miss E. Deyman, of this city, was elected vice-president of the Graduate Nurses' Association of Ontario at the annual meeting in Toronto. A request was made by the International Council of Nurses, meeting in London in July, that the Canadian nurses would endorse a resolution in favor of woman suffrage, but it was decided to have nothing whatever to do with the matter.

A CLEAN COAL TOWN.

Cardiff is a World Centre in Fuel Handling, Bnt is Trim and Pretty -Ships of all Nations Seen.

(W. E. Curtis in Chicago Record-Herald.)
Cardiff, Wales.—The pre-conceived impreasions of Cardiff are very far from accurate. People generally suppose it to be a sooty and ugly coal town, with a thick atmosphere and processions of grim miners passing through the streets between the shafts and their slate thatched cottages. On the contrary, it is one of the prettiest cities in the kingdom, with wide, clean streets, lined with shade trees and rows of comfortable villas, with flower gardens, shrubbery, and clinging vines, which at this time of year are ablaze with color.

Although Cardiff bandles more coal than any other place in the world, and that is the chief occupation of its citizens, a stranger might live here for a year withous suspecting such a thing from appearances. There isn't a mine within nine miles of the place, and the coal is carried directly from the shafts in railway trains to the docks, which lie some distance below the residence portion of the city. They are reached by a long street that is in habited by people of every clime on earth, chiefly sailor folk, who have been stranded here at the end of voyages or are keeping boarding-houses and shops for the patronage of their fellow countrymen who come here by the sea.

fellow-countrymen who come here by the sea.

The coal of Cardiff goes to every port except those of the United States. It can be found at almost every factory in the world outside of our country and furnishes steam to move the fleets of nearly every nation. Hence the shipping that comes to Cardiff represents a corresponding number of countries, and perhaps no other city except be it Port Said, at the entrance of the Suez Canal, or Panana, or Punta Arenas, on the Straits of Magellan, has so many races represented in its population. If you will take a tramear from the city to the docks you can se signs in almost every language hanging over the doors of shops and restaurants and boarding-houses.

Six miles north of Cardiff a long

docks you can se signs in almost every language hanging over the doors of shops and restaurants and board ung-houses.

Six miles north of Cardiff a long range of hills, averaging 700 or 800 feet high, runs east and west for fifty-six miles, and they are formed of coal of various grades and values. The slopes of this ridge are covered with coal pits and the villages of miners that work in them. The best quality of coal comes from Rhondda and Aberdare, and it is probably the best fuel used by man. All the coal is brought by railways that pass the mouths of the mines to the docks of Cardiff, where the cars are sorted on different sidings and switched to the quays, where the vessels lie ready for loading. All kinds of vessels and all sizes are awaiting eargoes, and experience has taught the men who manage the business how to handle the coal with the least labor and the least expense. The docks belong to the Marquis of Bute, or at least he is the principal stockholder, helding \$27,500,000 of the shares of the \$30,000,000 company formed by his grandfather many years ago.

Cardiff is a very ancient town. It dates back to the days of the Roman, who had a strong fortress here, the remains of which have been excavated and thoroughly explored by competent archoeologists under the direction and at the expense of the late Marquis of Bute. The Normans followed the Romans, and held away for several centuries, and other races came in turn with various attirning events and incidenta, of which the old castle was the centre. Robert, Duke of Normandy, a weak and dissipated son of William the Conqueror, was kept in prison here nearly all his life and died at Cardiff Castle in 1134 in the eightich year of his age.

In those days Southern Wales was an accidentary and it was

year of his age. In those days Southern Wales was

year of his age.

In those days Southern Walea was an agricultural country and it was not until the discovery, at the leginning of the eighteenth century, that iron could be smelted with mineral fuel, that the coal deposits in this neighborhood were recognized as valuable.

Originally the coal was transported on the backs of mules and horses until 1800, when a canal was built by the iron masters and then the importance of Cardiff rapidly increased. According to documentary evidence held here, Robert Thomas, of Waun Dylit, was the first man to use coal for the generation of steam, and it is a coincidence of great interest that his granddaughter, became the wife of Sir William Thomas Lewis, general manager of the Cardiff docks and of all the interests of the Marquis of Bute in this vicinity. Sir William Thomas has recently resigned because of his advanced age, having been in his present position for more than fifty years. It was his energy and genius that developed the city of Cardiff to its present importance. present importance.

present importance.
It should be said, however, that the late Marquis of Bute, the grandfather of the present marquis, and the owner of the property, was the inspiring genius and furnished the capital with which the work was done. Born in 1793, he succeeded to the title and vast estates that of the property, was the inspiring genius and furnished the capital with which the work was done. Born in 1793, he succeeded to the title and vast estates that had been in his family for generations when but 21 years of age. He soon realized the enormous wealth nature had stored upon his property in the range of hills I have mentioned, and undertook to develop it. He determined first to build a series of docks which would enable ocean-going ships to come nearer to the canal which brought the coal down from the mines, and in 1830 obtained an act of Parliament granting that privilege. They were speedily constructed, proved the mention of the machinery successful and have been extended from time to time until now the docks of Cardiff have an area of 100 acres, and last year handled 17,369,175 tons of coal.

This was high water mark in the his tory of its traffic, and an increase of more than 100 per cent. from the years seels, making a total of 9.575 vessels of 5,155,427 tous.

The machinery and appliances used upon the docks for loading and unloading vessels are of the latest and most approved patterns, being invented by its William Thomas Lewis, the general manager, and Mr. Hunter, the late engineer in charge. They are capable of in lifting and dumping into the hold of a vessel a car of twenty-three tons of coal, and can load a cargo of 10,090 tons in 24 hours. The machinery is similar in some regimeer in charge. They are capable of in lifting and dumping into the hold of a vessel a car of twenty-three tons of coal, and can load a cargo of 10,090 tons in 24 hours. The machinery is similar in some respects to that used at Cleveland, Ashtalakes, and I wish I had the records of loading and unloading vessels, at hose of the finest monuments in England. Withhold the proposed of the finest monuments in England. With hands are of the finest monuments in England. With hands are of the finest monuments in England. With hands are of the finest monuments in England. With hands are of the finest monuments in England. With h

twenty hours, an average of 477 tons per hour.

Steamship Lady Lewis loaded 4,733 tons in ten hours, an average of 477 tons per hour.

Steamship Askehall loaded 6,715 tons in eleven working hours, an average of 610 tons per hour.

The manager of the docks here insists that the latter record has never been beaten, but I am confidant that it has been surpassed in Cleveland and Ashtabula, and other lake ports many times.

Ashtabula, and other lake ports many times.

Until 1887 Lord Bute personally owned and controlled the docks, the railroads and the coal traffic at Cardiff. But in that year, in order to relieve himself of care and responsibility, he organized a \$30,00,000 company and soid \$2,500,000 worth of stock to several of his friends and to his principal employees. The corporation is called the Cardiff Railway Company, as it owns the railway lines to the mines as well as the docks; Lord Edmund Talbot is the chairman and Sir William Talbot Lewis has been general manager until his resignation a few days ago. His successor has not been appointed. The company owns about 500 acres of land on both banks of the harbor, so that it can increase its bacilitie wherever research. In addition. harbor, so that it can increase its baci-lities wherever necessary. In addition to the coal docks there is a large catlities wherever necessary. In addition to the coal docks there is a large cattle yard with slaughter-houses and cold storage warehouses, imported merchandise, two large dry docks for repairing steamers; machine shops and other appurtenances required for handling the enormous traffic which passes through this port. The steamers that came here for onle usually bring cargoes of ore and general merchandise, which is shipped by vail to various parts of the kingdom. Last year the imports amounted 40 about 6,000,000 tons, comprising timber, iron and provisions and general merchandise for distribution in Wales and other parts of the kingdom, and there were nearly 3,000,000 tons of exports in addition to the 17,000,000 tons of coal.

The revenues of the dock company are about \$800,000 a year, most of which goes into the pockets of the Marquis of Bute, who, next o the Duke of Westminster, is the richest man in the British Empire.

British Empire.

The present marquis is a young man of only 26 years of age, who came into the title and estates upon the death of his father in 1900. Four years ago he married Miss Bellingham, daughter of Lord Bellingham. an Irish peer, and they have two children, a boy and a girl.

they have two children, a boy and a girl.

The late Marquis of Bute was a man of remarkable ability and a distinguished career. He is the hero of Disraell's novel, "Lothair," the most striking incident in which is his conversion from the Church of England to the Roman Catholic faith by Mgr. Capel, a celebrated, scholar, who afterward lived in California. The late marquis distinguished himself by his piety and his benevolence. And upon his death his body was taken to the Holy Land and buried in a shrine he had erected for that purpose on the slopes of the Mount of Olives, just outside of Jerusalem.

em.
The principal residence of the Bute The principal residence of the Bute family is Mount Stuart, on the Isle of Bute, at the mouth of the River Clyde, in Scotland, and it is one of the largest and most imposing private houses in the world, having more than a hundred rooms and several magnificent apartments. Cardiff Castle has been in the family for many generations, and the late marquis devoted much thought and large sums of money to the restoration of this noble and deeply interesting architectural monument. It is now in an almost perfect condition, and one of the finest specimens of Norman architecture in existence. specimens of Norman architecture in existence, it consists of two court yards, the first having been occupied by the retainers of the early dukes and the inner yard devoted to the personal life of their families. The inner yard was thus completely protected and could not be entered except after overcoming the guards in the outer court.

court.

Visitors are shown through the state apartments every day except Sunday, and have an opportunity to see a curious series of rooms which the late marquis decorated and furnished with lavish extravagance in the great square tower. As the tower is 119 feet high and some thirty feet square, the rooms are one above the other, occupying five storeys, and are connected by narrow stone stairways. The kitchen is at the top of the tower and under are what is known as the summer smoking-room, the winter smoking-room, a library, a bedroom with a Roman bath in marble, and on the roof is a garden protected by a high balustrade.

There are a number of other fine

5c Tin Tomatoes Fin 5c

Canned Pumpkins, only 50 dozen

Victor Flour Sifters, regular 150

Two Specials in Shoes

For the Men Reliable Blucher style Lace Boot, neat eather soles; lots of them will give best of wear; choice

For the Women Fine Kid Boots and Oxfords, in all the newest designs, lace or Blucher style; light, medium and thick soles; plain toes and patent tip, very neat, sizes 21/2 to 7. Your choice until sold,

Corsets Salvage Sale 44 Cents

Corsets in white and drab, with and without garters. A complete range of sizes. All the 50c, 75c and \$1.00 corsets from the Salvage Sale put in at one price. Early comers will get some rare bargains, per pair

The Canadian CO-OPERATIVE 51 and 53 King Street West

chancellor. There is now a faculty of twenty-eight professors here, and the register bears the names of 717 students. The Baptists have a college and theological seminary here which dates back to 1807, and is a prosperous, useful institution. There is a technical schoo maintained by the municipality with a large number of students, and a public library with about 30,000 volumes, including the largest and most valuable collection of Welsh literature in existing.

Altogether Cardiff is a very attractive place.

TRAINED TREES.

They May be Made to Fit Any Space

An expert can make a vine of an ap-ple or a pear tree, a tree of a gooseberry or currant bush, or a snake of either. He will twist, pinch and fondle the deseemdant of some mighty apple tree, with its gnarled branches and its forty foot spread, measuring, planning and nursing until instead of assuming the shape of its parent it will grow to fit some space on the side of his house, hugging the wall like a vine, or possibly will form a screen to hide his kitchen porch.

porch.

In the rich man's garden abroa
see all sorts of curious forms to
have been trained. Son In the rich man's garden abroad we see all sorts of curious forms to which fruit trees have been trained. Some are beautiful, some are freakish, but all are wonderful. In vases, lyres, shields, crests, monograms, soldiers, beautiful maidens, the apple or pear tree and the currant bush lose their identity.

Those that are trained like vines, says Country Life in America, certainly possess a distinctive decorative value. In the old days every estate in England worth while had a specimen box tree—a superiar example of topiary work—which was pruned to resemble Queen Elizabeth.

In the poor man's garden abroad

as a hobby has been very much overlooked.

In Germany you can buy a tree to
measure to fill in any space on your garden wall or house, just as we buy a
ready made suit of clothes. While the
training of fruit trees has become popular only within ten years, the Formobstbaumschulen, or schools where trees are
trained, are now to be found everywhere
in Germany. There are commercial nurseries where experts in espalier work
are constantly making new forms and
creating new marvels. Certain shapes
have become standard, such as pyramids,
cordons, palmettos and so on.

There are practically no nurseries in
America that have taken up the propagation and sale of trained fruit trees in
a serious way, and there is almost no
American literature on the subject; consequently one who wished to take this
work up as a hobby will be forced to
look to Germany, France or England for
his inspiration and for his stock.

Where It is Found. Knicker—The keynote of the fashion-ble wedding is simplicity. Bocker—In those who read about it.

Descendant of Great William. Hotel Clerk—Look here, what do you mean by alluding to that gentleman as bis nibs: Buttons—Oh, that's all right. His name is William Penn and he is from Philadelphia.

Out of Hearing.

which was pruned to resemble Queen

Mizabeth.

In the poor man's garden abroad a

Redrick—In the stock-market news I see
there is money on call.

Van Abert (sadly)—On call, et? Well, it
should call with a megaphone none of it

26th, 1909

Wednesday, May Crompton's Corsets 50c to \$4.00

Women's Dress Skirts \$3.95

Women's Summer Wash Suits

Made of splendid Linen Wash Goods, in white and colors, plain and striped long Coats, swell Skirts, \$8.50 to \$10.95 value, on sale in two lots

Women's Spring Coats \$3.95

Women's Suits \$10, Worth \$20

Women's Suits \$15, Worth \$30

Men's Summer Underwear

den's Balbriggan Underwear, natural, white and black, the finest in

Special Values in Wash Goods Dress Linens, plain striped, fine mercerised finished, all the colors and most beautiful quality, on sale at special prices: 35c va

sale for per yard

Imported Indian Head Suitings, 36 inches wide, 25c, for
Cotton Delaines, good dark colors, thoroughly fast, 30c, for Big Bargains in Cotton Hosiery

Women's fine black Cotton and Lisle Hose, sizes 8½ to 10 inch, worth 25c and 29c, on sale to clear at per pair. 12c

Children's Wool Hosiery 15c

Boys' Cotton Hose on Sale

Children's Little Darling 1-1
Ribbed Hose, fine black cashmere,
414 to 7-inch, 25c value, for. 15c

2-1 ribbed fast black Cotton,
with pure wool cashmere feet, 5
to 10-inch, worth 25 to 40c, on
sale for per pair. 15, 19 and 25c

Special Offering in Blouses

Women's Fine Lawn Waists and Mull Waists, the best fitting and best made Waists in Canada, a full third less than regular, 75c, \$1.00, \$1.25, \$1.50, \$1.75, \$1.95, \$2.50

Women's Underskirts-A Sale

Sateens, Moreens, etc., in black and colors, frilled and ruffled, on all this week as follows, \$1.00 for 50c, \$2.00 for \$1.00, \$3.00 for