# 1 oz. Prevention Better than 1 lb. Cure

For these chilly nights and mornings the visiting physicians prescribe a summer overcoat, which is a sure preventive for catching cold. Oak Hall have just the right sort of coats for this purpose. They are made of this season's best colorings of Whipcord, Venetian, Worsted and Cheviot, trimmed equal to tailor made goods and sold at about half the price. They are made in the prevailing centre seam and box back styles. Prices $7.50 to $12.00.

OAK HALL CLOTHIERS,

115 to 121 King St. E., Opp. St. James' Cathedral


## EXTENSION OF GORE PARK

### Parks Committee Ask One Thousand Dollars to do the Work.

**Ronald's Cheque Forfeited—Trades and Labor Council Officers — Board of Governors Meeting — Waterworks Inspection Department Workings to Be Enquired Into—Hamilton News.**

Hamilton, July 6.—(Special.)—The city engineer laid a plan for the proposed extension of the Gore Park before the Parks Committee this evening. The specifications included a fence, and the estimated cost of the extension was $1700. It was decided to strike out the fence and ask the Finance Committee to provide $1000 to do the work. George Mullen was appointed caretaker of the north end swimming bath for two months at a salary of $30, Tuesdays and Fridays will be girls' day at the baths.

**Ronald's Cheque Forfeited.**

The Fire and Water Committee met this evening and decided to put heavier supports at the pumps at the Beach, as requested by the Underwriters' Association; also that there will be less liability of the pumps breaking down. It was decided to spend $200 for a sewer for the new fire hall in the west end. It was decided to purchase five acres of land from Moore and Davis for $700. It is situated near the high level reservoir.

A motion was passed recommending the council to declare forfeited the $300 cheque put up by the Ronald Engine Co., when it tendered for an aerial truck. Its tender was accepted, but the company has not been heard from since January.

Aldermen Hill, Nelligan and McLeod were appointed a sub-committee to inquire into the workings of the Water Works Inspection Department. Ald. Hill complained that Foreman O'Brien had been laid off and did not get a satisfactory explanation, hence the appointment of the committee.

**General Hospital Governors.**

The Board of Governors of the General Hospital held their annual meeting this afternoon, but very little business was transacted. George Roach was re-elected chairman and John Billings secretary. It was decided to preserve the revised bylaws as prepared at the last meeting to the City Council for ratification.

**Labor Council Officers.**

The following officers were elected this evening at the adjourned half-yearly meeting of the Trades and Labor Council: J. Small, president; R. Jose, vice-president; W. J. Frid, treasurer; H. Obermeyer, recording secretary; A. Sitinger, sergeant at arms; D. Hastings, chairman of Legislature Committee; P. Obermeyer, Chairman of Municipal Committee; D. Hastings, R. Jose, P. Obermeyer, trustees; R. Lynklater, H. Robinson, D. Hastings, auditors.

**A Blaze on Aberdeen-Avenue.**

Two large frame out-houses in the rear of the residence of Matthew Wright, 178 Aberdeen-avenue, were burned down to-night. A quantity of furs and curiosities were burned. Loss about $400.

**Brutal Assault Case.**

While going to work this evening Harold Baker was brutually assaulted by Edward O'Connor, Caroline-street, north. Baker was kicked in the face. O'Connor's will have to face Magistrate Jelfs to-morrow.

**The Coal Contract.**

Considerable wire-pulling is being done to have the City Council reconsider its decision to award the contract for coal for the water works pumping house to the Rogers Coal Company. The Mayor has not yet signed the contract for the city and it is said he will not do so. Rogers' tender was $1.79 a ton till Jan. 1 and $1.80 after that date, till June 1. As there are 620 tons of coal at the pumping house now, only 300 tons would be put in at the short price, and 1500 tons would be put in at the long price. Other coal dealers claim Rogers' unbalanced bid is not fair to them or the city.

**Police Points.**

Detectives Bleakly and Reid arrested Patrick O'Brien to-day on a charge of theft. He is said to have stolen a watch, coat and vest from Joseph Gordon.

John Rees was fined $15 this morning for assaulting Moses Wood.

For assaulting his wife, John Sullivan, Hughson-street north, was fined $5.

Mary Foley-Gillies was sent to jail for 30 days for disorderliness.

**W. E. Glennie Dead.**

W. E. Glennie, tea and fruit broker, died very suddenly at his residence, 82 Victoria-avenue south, last evening while sitting on his lawn talking to friends. For many years he was traveler for Brown, Balfour & Co., grocers, this city. One daughter, Janet, and a son, William, are left to mourn his death. He was 56 years of age.

**Minor Matters.**

Joseph Wallace, G.T.R. agent here, left to-day for Green Mountains, Vt. Andrew Cowan will continue to discharge the duties of general agent.

The funeral of the three men drowned on Sunday, Sinnett, Williams and Searle, will take place to-morrow. No inquest will be held.

**At Last the Perfect Trunk.**

With delight will the woman who is far seeing and up to the times go about her task of trunk packing this summer. No longer is she to have visions of possibly crushed gowns at the end of her journey, and of hats "squashed" out of all semblance to the original styles. For there has come a fresh era in trunks and "boxes," and packing will have no more terrors.

The trunk has been popular for so many years—the "trunk" that was simply a packing case, various in size and shape, with one deep tray divided up into boxes of odd sizes—has this year passed into the realm of departed fashions. In its place there is a new trunk of very different pattern. It is a trunk of trays—four or five trays, and in the case of the largest even six—all fitting snugly into the trunk's framework.

Each of these trays is intended to hold one gown and three small pieces. They are quite as convenient for men's clothing—trousers and coats traveling in them without rumpling or creasing. In the trunk's very bottom, under the lowest tray, boots, slippers and heavy articles generally may be stowed, held in place by the tray directly over them, the necessity of tightly wedging thus being avoided.

It is not that the average clever woman cannot pack everything and in a space that mathematicians would at once declare entirely too small. The trunks of the past have presented no unsolvable problems when it came to filling them up. But with these new trunks the wear and tear and the worry of packing is all past and gone, and the daintiest dresses can with the greatest expedition be laid in the trays and the cover closed.

To put hats in trunks this year will be no part of the feminine philosophy. The woman who has pretty hats will be foolish to trust them in the recesses of a trunk amid linen, gowns and the odds and ends of milady's gear. Modern mechanical science has devised a very simple answer to the question, "How can we most safely carry our elaborate summer hats?"

A hat box has been invented that, though small in compass itself, can hold six hats of the greatest amount of "fuss and feathers." In this, on sides, bottom and top, there are small metallic arms that turn and can be slipped over the brim. The sides carry four hats, the bottom, the fifth the cover the sixth. Firmly held in place in this manner none of these can interfere with each other. This hat box locks in precisely the same manner as does a trunk. Not only does its cover lift up, but on opening one of the sides falls. Thus any hat can be taken out or put back without disturbing the others.

## Cleanliness

Is next to impossible to find in dental offices. It is a sad fact—but self-evident. It is the duty of every patient to be most particular in this respect. In just the matter of cleanliness in the dentist's office or operating room is evidenced his care or his carelessness in your reception and in his work.

Our instruments are thoroughly sterilized after each operation. The room, chair and spittoons are carefully cleansed. A fresh, clean linen cover protects the clothes of each patient.

Little courtesies, to be sure, but they express cleanliness—which certainly isn't a little matter.

NEW YORK REAL PAINLESS DENTISTS
Cor. Yonge & Queen Sts.
ENTRANCE NO. 1 QUEEN EAST
Phone 1972 Dr. C. F. Knight, Prop.


**Essex Tobacco and Peaches.**

Mr. P. C. Snyder has just returned from a trip to Essex county. He declares the prospects for an abundant crop of fruit and tobacco were never brighter. Tobacco growers were somewhat disheartened by having to replant the first crop, but the growing is now doing nicely, and a rich harvest is expected. The peach crop will be immensely large this year, because of the lightness of last year's yield.


**For the Banquet**

order Mt. Clemens Sprudel Water. R. H. Howard & Co., agents.


**Public School Board Meets.**

To-night the Public School Board meets to consider accounts amounting to $38,000 recommended by the Finance and Supply Committees. The general appointments made by the Management Committee will also be considered


Mt. Clemens Sprudel Water cures dyspepsia, and prevents constipation.


## NEARLY 600 GONE DOWN TO DEATH.

Continued From Page 1.

only ones he saved. His money was in his valise, which now lie at the botom of the sea. Soon after this providential escape of the raft a man was seen struggling near, and he was pulled on board, and thus another was added to the list of survivors.

**One Man Went Insane.**

Just before the steamer foundered one man, a cabin passenger, went insane and threw himself into the sea. William Haley, who was on the look-out on the ship, says that the fog was so thick that he could cut it with a knife. It was impossible to see the mizzenmast from where he stood. The first he knew of the proximity of the steamer was when the ship's jibboom was over the Bourgogne's bridge.

**Terrible Concussion.**

The concussion when the two vessels came his feet. The steamer appeared to be go- his feet. The steamer apeared to be going at a very rapid rate and was soon lost to sight. All hands on the ship were soon on deck, as it was feared she might sink, as it was then not known how badly she was damaged. Fortunately the collision bulkhead was closed, and this is what saved her. Soon the steamer's whistle was heard blowing in the distance, and it was then thought she was whistling for the ship. The whistling soon ceased and nothing further was known of the steamer until a boatload of survivors reached the ship's side. At 9 o'clock Monday night, while the steamer Grecian had the ship in tow, three rockets and a blue light were observed about three miles away, and the booming of cannon could be distinctly heard.

The Grecian signalled to the ship that she was going to the assistance of those in distress, but as no further signals were seen they proceeded on their voyage. It was thought by those on the ship that it might have been a boat with some of the Bourgogne's people on board. Owing to the strict work of the cordon surrounding the gaugway preventing any person from leaving the Grecian going on board of her, it was difficult to obtain stories from survivors.

A reporter induced several of them to come to the ship's rail and give their version of the horror. Joseph Rechmann said the accident occurred between 4 and 5 o'clock in the morning. He was in his bunk at the time, but hurried on deck. The concussion when the vessels struck nearly threw him on the floor. The steamer almost immediately listed to port. In three-quarters of an hour the steamer had disappeared beneath the water. He was one of 18 or 20 who got into a boat. Two hours later they saw a sailing vessel and soon discovered the vessel they had collided with. They were taken on. "Before the steamer went down there was an explosion," said Rechmann, "and our people were thrown into the water only to be lost." When the boat he got into was lowered the steamer's sail was already under water. There was great confusion, and everybody was for himself.

**What the Captain's Wife Said.**

Mrs. Henderson, wife of the captain, was on board the Cromartyshire with her two children. She tells a thrilling tale of the terrible experience. The collision occurred at 5 a.m. on the 4th inst. The weather was foggy, and she had risen from her bunk at an early hour, as was her custom when the weather was thick. Shortly before the vessels came together she detected a steamer's whistle blowing on the port side of the vessel. The Cromartyshire was sounding her fog-horn at intervals of one minute. Mrs. Henderson called the attention of her husband to the sounding of the whistle, and a minute later the mate, who was on the watch, also detected the sound. It came nearer and nearer, and Mrs. Henderson stood near the cabin, in order to rescue her children should a disaster occur. Suddenly the huge hulk of an ocean greyhound loomed up in the mist, going about 17 knots an hour. Almost immediately there was a fearful crash, and Mrs. Henderson rushed below and found her children awakened by the shock. She dressed the little ones as quickly as possible, and removed them to the deck, expecting to see her own ship go down any minute. Captain Henderson had, as soon as the collision occurred, ordered the boats to be lowered and the damage to be ascertained. As it was found that the Cromartyshire was in no immediate danger the Britisher was put about. The vessel with which they collided was at that time unknown. A few minutes later her whistle was heard, and several rockets were sent up. Captain Henderson replied in like manner, thinking that the vessel was offering assistance, but in a few minutes all was quiet and those on board began to realize the awful results of the collision.

**Lost His Two Babies.**

One passenger was going home to France with his two children, his wife having died a month previously. He was saved, but his two babies went down with the ill-fated ship. Mr. Lacasse says the officers bravely stayed by their posts, going down with the ship. The only officer saved was the purser. He went down with the ship, but being a strong swimmer managed to save himself.

**Priests Granted Absolution.**

Halifax, N.S., July 6.—Mr. Lacasse, one of the survivors, states that there were three priests on board the Bourgogne, and as the ship was settling he saw them going about the decks giving absolution to the many French and American Catholics who remained on board and who, when they saw hope had almost abandoned them, hurried to the vicinity where the priests were and knelt for absolution. As the ship settled and went down the captain remained gallantly at his post on the bridge, accompanied by one of his officers. As the ship sank beneath the surface, some minutes after, she created a sort of whirlpool, which sucked down everything on the surface within a certain radius. A couple of minutes later, when the suction ceased, those still alive saw about 200 bodies come up out of the water with a rush, as if the sea were giving up the dead after having swallowed the ship. This scene was a horribly fascinating one for those who witnessed it.


# No Gripe

When you take Hood's Pills. The big, old-fashioned, sugar-coated pills, which tear you all to pieces, are not in it with Hood's. Easy to take

# Hood's Pills

and easy to operate, is true of Hood's Pills, which are up to date in every respect. Safe, certain and sure. All druggists. 25c., C. I. Hood & Co., Lowell, Mass. The only Pills to take with Hood's Sarsaparilla


## MR. LARIVIERE'S STORY.

**Women Were Beaten Back by Men in the Struggle to Get to the Lifeboats.**

Halifax, N.S., July 6.—Mr. Pierre Lariviere, who left New York with his wife and three sons for Havre, was the only one of the five to be rescued. In an interview with a reporter he gave a graphic description of the thrilling scenes he had gone through.

"We were traveling intermediate," said Mr. Lariviere. "I and my wife occupied a two-berthed cabin and my sons a three-berthed one close alongside. We struck the banks of Newfoundland on Sunday afternoon, and were enveloped in a thick fog from that time until the collision took place. Our fog whistle was kept going at very frequent intervals, and we were moving at half speed.

"Owing to the continued screech of the syren whistle I could not sleep, and was lying in my berth watching the first signs of daylight begin to appear through the mist. As near as I can tell, it would be about half-past 4 in the morning. All at once I heard the booming of a fog horn, which had a quite different sound to our own, and sounded close at hand, and was answered by a long blast from our vessel.

"The next moment there was a tremendous concussion, which shook the vessel from stem to stern, and threw both myself and my wife on to the floor. I realized that something dreadful had happened, and, seizing my wife by the arm dragged her through the cabin door and into the alleyway outside. Our cabin was close to the companionway and we were the first to reach it and arrive on deck almost before any of the other passengers.

"On deck all was disorder. The vessel was settling by the head so quickly that even then the deck was inclined from stem to stern. To the right of us was a large sailing ship. The crew of our vessel were running about excitedly, trying to lower the boats, but as they were not all on deck were not making much headway. It suddenly occurred to me that my three sons were still sleeping below and that I ought to have warned them. I started for the companionway, but too late. The passengers came pouring up from below in their night attire. The sight was one of the most horrible I have ever seen. Before 50 people had got through the opening it was blocked by a mass of shrieking women and shouting men, tearing each other in desperation. I saw women who were nearing the top stair seized by men and dashed back among the struggling crowd below. The women had no chance given them at all. It was a fight by men for life, and the strongest took every advantage of his strength.

"The steerage passengers were in the same plight. Their stairway was blocked by struggling men, women and children, few of whom except the first to start and the very strongest were able to reach the deck. Not more than 300 people succeeded in reaching the deck. The rest were all penned up below and met with a horrible death.

"I returned to my wife and we went to one of the lifeboats which was being launched. There was a tremendous rush towards it, and in spite of shouts from the officers to take on first the few women who had managed to reach the deck they were dashed aside and the boat almost swamped by the crowd of men. I was just pushing my wife into the boat when a half-frantic steerage passenger pulled her back and she was immediately lost in the crowd. The boat put off, loaded to the water's edge, and many who failed to get into her fell into the water in their attempts. Five of the boats were swamped alongside and their occupants thrown into the water. A great many of these clung to floating debris and were picked up by the boats of the Cromartyshire. The scene was one of the most horrible I was ever in, and the shrieks of the poor women, beaten back by men, I shall never forget."

## ONLY 59 PASSENGERS SAVED.

**One Hundred and Six of the Rescued Were Officers, Sailors and Other Ship People.**

New York, July 6.—According to the best information obtainable the La Bourgogne had 165 persons saved, of whom 106 were officers, sailors, firemen, waiters and other ship's people, while 59 passengers escaped.

**The Passenger List.**

New York, July 6.—Following is the first cabin passenger list of the French liner La Bourgogne: Mrs. M. Arrount, Rev. Brother Ambroise, Mr. E. M. Angel, Mr. Antoine Achard, Miss Marie Achard, Antoine A. Achard, Guisippe Alpi, Master Giovani Alpi, Mrs. L. Bromberg, Rev. Leon Braumann, Miss Binse, Gaspard Behr, Mrs. Borronville, Mrs. C. Borquin, Mrs. J. N. Bronk, Mr. Fernand Brochard, Mrs. Fernand Brochard and child, Miss Leonie Brochard, Mr. Paul Broyer, Mrs. Paul Broyer, Miss Barcelo, Miss Rose Casazza, Mr. Louis Cassazza, Mrs. Giacome Cassazza, Mrs. Jollette Cicot, Mr. W. V. Clark, Mrs. W. V. Clark, Mr. J. B. Coleman and maid, Mrs. H. S. Crumley, Mr. Gustav Cure, Mrs. Gustav Cure, Mr. J. M. Chanut, Mr. Pierre Collin, Mr. G. Casbral, Mr. Louigi Cunco, Miss Connor, Mr. A. Cablat, Mrs. E. C. Cook, Mrs. Jos. H. Durkee, Mrs. J. F. Dillon, Mrs. Dillon-Oliver and maid, Mrs. Ernest Beldotte, Mr. Sylvian Dumont, Mrs. Sylvian Dumont, Mr. Dubosc, Mr. S. E. Davis and valet, Mr. D. Scott Evans, Miss M. Evans, Miss M. Evans, Miss B. Evans, Miss L. Evans, Mr. Frank A. Fiston, Miss Marie Fiston, Master Frank Fiston, Rev. Cyprien Florisoon, Mr. Giovanni Fellini, Mr. Adolph Graf, Mr. A. Grandvilliers, Mr. Gini, Mrs. Josephine Germaine, Mr. Albert Gaddot, Mr. George Glishaber, Mr. Gabriel, Master Gabriel, Mr. Edward Halporn, Mrs. A. Hummel and two children, Mrs. James J. Haggarty, Mr. Anton Hodnick, Mr. R. Hyman, Mrs. R. Hyman and child, Miss Frances Hess, Mrs. S. Huntzwann, Miss Harriet M. Iover, Mr. Leon Jacquet, Mrs. Leon Jacquet and child, Miss C. Jaunsen, Mrs. Aimee Jolocat, Mr. Richard Jacobs, Mrs. Richard Jacobs and child, Rev. A. Kessler, Dr. S. Koppe, Mrs. S. Koppe, Mr. Henry Kraemer, Mrs. J. Kiehl, Mr. Oswald Kirmer, Mr. Le Gondiere de Kerdanl, Mrs. H. H. Knowles, Mrs. Gertrude Knowles, Mrs. Henry M. Kidd, Dr. L. E. Livingod, Mr. A. D. Lacasse, Mrs. A. D. Lacasse, Mr. Emile Legros, Mr. E. N. Lamarre, Mrs. G. Daurichesse, Mr. L. Labret, Miss Lebrat, Mr. Logas, Mrs. Pauline Laggiesi, Miss A. Langley, Miss M. Laurent, Mr. Laurencona, Miss Letourneau, Miss Bertha Mohl, Rev. Bernardin Merlin, Miss E. McFarland, Mr. Patrick McKeown, Miss J. Mosso, Mr. Regis Mannier, Mr. Paul Melin, Miss Emma Maier, Mrs. James Marshall, Miss Morin, Mrs. Osgood, and child, Mrs. John Perry, Miss Sadie Perry, Miss Florence Perry, Miss Katherine Perry, Mr. A. Perry, Miss Suzanne Perrier, Mr. Leon Ponteau, Rev. P. L. Pensir, Miss Mary Poncy, Mrs. A. Povolni, Miss Anna Poncin, Mr. Lorenzo Poleci, Miss Edith Patton, Mr. Anthony Pollock, Mrs. Anthony Pollock, Miss Plante, Mrs. Pinson, Mr. E. R. Rundell, Mrs. E. R. Rundell, Miss Evelyn Reeves, Mr. Paul Risal, Mrs. J. Roussel, Miss Caroline Ritter, Mr. Jean Roncyaol, Mr. Roboll, Mr. A. Schultz, Mrs. A. Schultz, and maid, Miss Carole Schultz, Miss Mildred Schultz, Mr. Louis Sidebro, Miss Theresa Sommer, Mr. P. J. Sosa, Mr. F. P. Steel, Mr. G. Steel, Mr. C. Tacot, Mrs. C. Tacot, Mr. John Talleger, Mr. L. Terlaud, Mrs. Vallade, Miss Van Cauteren, Mr. E. A. Van Cauteren, Mr. Jerome Vacher, Miss D. Valette, Mr. Vassal, Mrs. F. Vassal, Mr. Ralph Leon Williams, Rev. W. G. Webster, Mr. A. Weis, Mr. E. H. Wuertz, and two children, Mr. H. E. Weissig, Mr. Wright, Mrs. Whitney, child and maid, Prof. E. L. Watter, Mr. H. J. Wind, Mr. Otto Ziger.

## NO TORONTO PEOPLE.

**Local Steamship Agents Sold No Tickets for La Bourgogne—Our People Go to Britain First.**

None of the local steamship agents booked any passengers by the ill-fated steamer, and Toronto people may rest assured that no city residents are among the lost.

The Compagnie Generale is a French concern, with head offices at No. 6 Rue Aulur, Paris. The principal agencies are at Havre, London and Liverpool.

"I don't think it likely that any Toronto people were on board," said A. F. Webster, who is an agent for the Compagnie Generale. "It is seldom indeed that we have any bookings by that line, which is the most direct route from New York to Paris. People from here who go to Paris nearly always go to Great Britain first and take the London, Dover and Calais route."

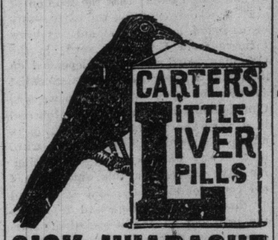
**A Kingston, Ont., Man Lost.**

Rochester, N.Y., July 6.—H. S. Crumley, chief of the upholstering department of Sibley, Lindsay & Curr Company, sailed for Paris on La Bourgogne last Sunday. Mr. Crumley is unmarried, and made his home with his parents in Kingston, Ont. He is well known in social circles here.

**Description of the Vessel.**

New York, July 6.—La Bourgogne was a vessel of 7330 tons burden, and 10,000 horse power. Though not holding any records, she was a fast boat, covering the distance between Havre and New York in eight days. On the occasion of this, her last

Continued on Page 4.

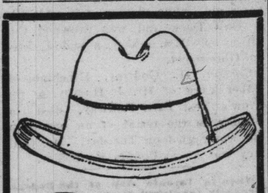




# SICK HEADACHE

Positively cured by these Little Pills.

They also relieve Distress from Dyspepsia, Indigestion and Too Hearty Eating. A perfect remedy for Dizziness, Nausea, Drowsiness, Bad Taste in the Mouth, Coated Tongue Pain in the Side, TORPID LIVER. They Regulate the Bowels. Purely Vegetable.

Small Pill. Small Dose. Small Price.



# Stetson Block Pearl

See the window display. A 25 doz. lot light color, lightweight American made, full black band, with pigskin sweat. They're right up to date—a three dollars worth. We slipped in between the middle man and the maker, and a spot cash transaction lets us clear them out at

2.00

J. & J. LUGSDIN
(FAIRWEATHER & CO.),
122-124 Yonge.

"A Princely Shoe."

A perfect gem of a shoe—medium, round toe, with good tread—a slender shoe in appearance — having plenty of toe room. Not an extreme! Always in style—combining comfort with wear. Worn by bankers, lawyers physicians and business men who seek comfort for their feet above all things.

100 other new styles in the finest shoes made.....

JOHN GUINANE,
15 King St. West.

## TRUST FUNDS.

THE Toronto General Trusts Co.

Corner Yonge and Colborne Streets,

has a large amount of trust funds to invest in first mortgages on well-ocated

CITY PROPERTIES and IMPROVED FARMS

Correspondence and personal interviews invited.

J. W. LANGMUIR,
Managing Director.

# BEAUTY IS POWER

Dr. Campbell's Safe Arsenic Complexion Wafers, Fould's Arsenic Soap and Fould's Arsenaline Cream are the most wonderful preparations in the world for the complexion. They remove Pimples, Freckles, Blackheads, Moth, Sallowness, Tan, Redness, Oiliness and all other facial and bodily blemishes. These Preparations brighten and beautify the complexion as no other remedies can. Wafers, per box, 50c and $1; 6 large boxes, $5; Soap, 50c. Address all mail orders to

H. B. FOULD, 256 Yonge-St., Toronto
Sold by all Druggists in Canada. 246

# WEAK

Manhood—early decay and impotency—lost vigour and health fully restored. Varicocele cured. Ambition and energy regained. Hazelton's Vitalizer cures in four weeks; permanent and lasting in three months. Send 3c stamp for treatise.

J. E. HAZELTON, Ph.D.,
308 Yonge-street, Toronto.

SAMUEL MAY & CO.,
74 York-St., Toronto.

IVORY BILLIARD BALL

Turners, Billiard Table Makers and Dealers in Billiard Requisites. Also Bowling Alleys, Balls and Pins.

CLEANING and DYEING

Summer Suits Cleaned and Pressed Without Shrinking.

STOCKWELL, HENDERSON & CO.,
103 King West—Branch 259 Yonge St.
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Established 27 Years—Phones 1258 and 1868
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# DR. CULL'S

Celebrated English Remedy

cures Gonorrhœa, Gleet, Stricture. Price $1.00 per bottle.

Agency—308 Yonge-st., Toronto.


**NOTICE.**

SPECIAL NOTICE—THE TEAMSTERS' Union will demand $3.50 per day on the 11th of July. By order of Union.

**PATENTS.**

RIDOUT AND MAYBEE—103 BAY-street, Toronto, Foreign Members of the Chartered Institute of Patent Agents, England; patent pamphlet free. John G. Ridout, Barrister; J. Edward Maybee, Mechanical Engineer.

THE TORONTO PATENT AGENCY, Limited, Confederation Life Building, Toronto. Chartered patent agents and attorneys. Home and foreign patents procured; patents bought and sold; advice as to patents, Inventors' Guide and 100 inventions wanted free.

**HOTELS.**

ALBION HOTEL, JARVIS-STREET, Terms, $1.00 to $1.50 a day. Take Parliament-street cars to East Market-Square; all conveniences, accomodation for 300 guests. Special rates to weekly boarders. John Holderness, Proprietor.

THE GRAND UNION, COR. FRONT and Simcoe-streets; terms $2 per day. Charles A. Campbell, Proprietor.

ROSEDALE HOTEL—BEST DOLLAR A day house in Toronto; special rates to winter boarders; stable accommodation for 100 horses. John S. Elliott, Prop.

ELLIOTT HOUSE, CHURCH AND SHUter streets, opposite the Metropolitan and St. Michael's Churches. Elevators and steam heating. Church-street cars from Union Depot. Rates $2 per day. J. W. Hirst, proprietor.

**ART.**

J. W. L. FORSTER — PORTRAIT Painting. Rooms: 24 King-street west, Toronto.


# DODGE

PATENT

Wood-Split Pulley

With interchangeable bushing system. LIGHTEST, CHEAPEST, STRONGEST Pulley made. Every pulley is sold under our full guarantee. All sizes on hand for immediate delivery.

Avoid imitations.

Sole manufacturers,

DODGE WOOD SPLIT PULLEY CO.
74 York Street, Toronto.
Telephone 2080. 246


**HELP WANTED.**

WANTED—A RELIABLE YOUNG man as cashier, must be of good family, one able to give cash security preferred, references exchanged; business first-class. Address Box 25, World.

WANTED—AT ONCE, TWO TRAVELing salesmen. Permanent position and good pay to the man that can hustle. References required. Apply to the Toronto Patent Agency, 79 Confederation Life Building, Toronto, Ont.

TRAVELER FOR THE PROVINCE OF Manitoba—Good opening for experienced man with a good connection. Apply personally or by letter; if by letter, name firms that have been served and the time with each; personal or written applications will be treated as strictly confidential. John Calder & Co., Hamilton.

ACTIVE SOLICITORS WANTED FOR "Gladstone: His Life and Public Services," by Thomas W. Handford; big, handsome book; commission 50 per cent.; freight paid; credit given; duty paid; outfit free. The Dominion Company, Dept. 63, Chicago.

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$10 REWARD—LOST ON SATURDAY last, black field spaniel bitch. Finder will receive above reward by returning to C. T. Mead, 50 Wellington east.

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DETECTIVE HUCKLE PAYS SPECIAL attention to adjusting matrimonial difficulties; consultation free; strictest confidence maintained. Chief office, 61 King-street east. Office 'phone 8041, house 'phone 8039.

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H. S. MARA, ISSUER OF MARRIAGE Licenses, 5 Toronto-street. Evenings, 580 Jarvis-street.

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TRUST AND COMPANY MONEY TO loan on improved real estate; terms and rates reasonable. Macdonell, Boland & Thompson, 2 Toronto-street, Toronto. 246

MONEY LOANED SALARIED PEOple holding permanent positions with responsible concerns upon their own names, without security; easy payments. Tolman, 81 Freehold Building.

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KILMER & IRVING, BARRISTERS, Solicitors, etc., 10 King-street west, Toronto. George H. Kilmer. W. H. Irving.

LOBB & BAIRD, BARRISTERS, SOlicitors, Patent Attorneys, etc., 9 Quebec Bank Chambers, King-street east, corner Toronto-street, Toronto; money to loan. Arthur F. Lobb, James Baird.

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ONTARIO VETERINARY COLLEGE, Limited. Temperance-street, Toronto, Canada. Affiliated with the University of Toronto. Session begins in October.

F. A. CAMPBELL, VETERINARY SURgeon, 97 Bay-street. Specialist in diseases of dogs. Telephone 141.

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DOCTOR EDWARD PLAYTER, 185 Carlton-street; consultation 1 to 3, 7 to 8.

DR. COOK, THROAT AND LUNGS, Consumption, Bronchitis and Catarrh specially treated by medical inhalations. 90 College-street, Toronto.

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TORONTO OPTICAL PARLORS, 88 Yonge-street, upstairs. A full line of spectacles and eyeglasses kept in stock at jewelers' prices. F. E. Luke, optician, with W. E. Hamill, M.D., oculist. Tel. 602.