

HAVOC TRAILS GOVERNMENT STORM OVER REUSES TO NIAGARA BELT STAY RULING

Worst Wind and Hail Tempest
Sweeps Fruit-Growing
Section.

DAMAGE UNKNOWN YET TODAY SEES ADVANCE

Residents Fear End of World
As Trees Snap—All Com-
munications Are Cut.

ST. CATHARINES, Sept. 12.—The worst wind and hail storm that has ever visited the Niagara fruit belt swept over one portion of it on Saturday afternoon and caused a total loss to some growers. The destruction took place in a narrow area of about a half a mile in width and about five miles in length, west of Port Weller along the south shore of Lake Ontario. As telephone connection between the fruit growers in that section is demolished the extent of the damage done will not be known for at least two days.

About 4 o'clock Saturday afternoon two storms, one from the northeast and the other from the southwest, converged between St. Catharines and the lake, and a disturbance ensued, the like of which has not been seen since the tornadoes of 1893 and 1902. Almost complete darkness followed, causing many to think the end of the world had come. Trees and telephone poles were snapped off and orchards were completely dismantled, merely the trunks of trees whose branches a few moments earlier were bending beneath their weight of fruit being left standing.

Only Barren Posts.
Vineyards, which were heavily laden with grapes yesterday, are today nothing but barren posts and wires, even the vines being stripped off. Corn fields in the path of the storm are today mere stalks, bereft of cobs and foliage, even the stalks in some cases being riddled with hail until portions of the stalks hang like ribbons. Melon patches were transformed into areas of garbage with the vines missing and crops of onions were torn out of the ground.

The greatest damage appears to have been to peaches and grapes, nearly all of the latter remaining uncut, while great quantities of late peaches had been unpicked.

Estimates Heavy Loss.
As an estimate of the damage, George Walker of Grantham estimates his loss at \$10,000. The hail cut pieces out of the apples in his orchard.

W. S. Bunting of Grantham is another fruit grower who lost about \$10,000, as a result of the storm.

Orchards and fields near Port Weller to a point some distance beyond Port Dalhousie are with few exceptions almost totally ruined. Damage to the vineyards is also coming in. In the village of Port Dalhousie, the electric light system there was put out of commission by the storm.

Incomplete reports of damage in Louth Township are also coming in. In the village of Louth, the electric light system there was put out of commission by the storm.

The factory of the Niagara Canning Company, a branch of the International Canners, was unroofed and large sections of the roof were carried hundreds of feet away. The roof was struck by lightning and the storm wrecked the upper story. The loss on the building was about \$20,000 besides.

The streets of this city became raging torrents and metal was stripped off some of the steepest roofs. Telephone and telegraph lines were down all over the district and it may be a week before all the telephone lines can be restored.

Niagara Falls, N. Y., is also badly battered. The steel bridge is in as bad condition as Queen Victoria Park. Several windows of the stores there were blown in.

WHEAT GRADES HIGH.
WINNIPEG, Sept. 12.—Less than 25 per cent of the wheat crop of the west will grade under No. 3 northern, according to the final estimate of Northwest Grain Dealers' Association, which was issued today. The total wheat crop is estimated at 212,345,000 bushels for Manitoba, Saskatchewan and Alberta, as against 160,701,000 in 1935. The estimated yield per acre is 15.3 bushels.

WINNIPEG, Sept. 12.—The first carload of this season's Alberta wheat from Coalville was received here today. It netted the farmer \$4.22 per bushel, less 1 per cent commission charges. The car contained 1,702.10 bushels, and the price at which it was sold was \$2.77. It is believed on the Calgary Exchange that this is a record figure for a carload of wheat.

GUELPH CELLARS FLOODED.
Guelph, Sept. 12.—Guelph was visited Saturday afternoon with the heaviest rainstorm of the season. It arrived just before 2 o'clock and completely flooded the downtown streets, doing considerable damage to goods in store cellars.

IMRIE TAKES OVER
HAMILTON TIMES AS
HEAD OF SYNDICATE
HAMILTON, Sept. 12.—The Hamilton Times has been purchased by John M. Imrie, manager of the Canadian Daily Newspaper Association, Toronto, acting for himself and others associated with him. The properties acquired include the Hamilton Daily Times, the Hamilton Semi-Weekly Times, the Times Job Printing Department and the business of the Canada Ready Print Company.

The new owners took possession today, and the business is being carried on in Mr. Imrie's name, pending the incorporation of a company of which he will be president and general manager.

Mr. Imrie will not assume active management until October, when his resignation from his present position will become effective.

The Hamilton Daily Times is one of the older newspapers of Canada, having been established in 1857 as a weekly newspaper. It has been published as a daily newspaper continuously since 1883. Prior to that date he was for nine years Mr. Imrie has been manager of the manager of the Canadian Press Association, Canadian Daily Newspaper Association, Incorporated.

ONLY TABLETS MARKED
"BAYER" ARE ASPIRIN
Not Aspirin at All without the "Bayer Cross"

For Colds, Pain, Lumbago, Stiff-
ness, Rheumatism, Sciatica, Neuritis,
and for Headache, Neuralgia, Tooth-
ache, Earache, take Aspirin marked
with the name "Bayer" or you are
not taking Aspirin at all. Handy tin boxes containing 12 tablets.
Accept only "Bayer" Tablets of lets cost but a few cents. Druggists
Aspirin in an unbroken "Bayer" also sell larger "Bayer" packages.

There is only one Aspirin—"Bayer"—You must say "Bayer"

Aspirin is the trade mark (registered in Canada) of Bayer Manufacture of Mono-
aceticacidester of Salicylicacid. While it is well known that Aspirin means Bayer
manufacture, to assist the public against imitations, the Tablets of Bayer Company
will be stamped with their general trade mark, the "Bayer Cross."

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Meighen Administration De-
clines To Move in Railway
Rate Order.

Cabinet Will Hear Appeals,
States Official Announce-
ment Issued At Ottawa.

OTTAWA, Sept. 12.—(Canadian Press)
The Dominion Government in an official statement handed out tonight declines to grant a stay in the ruling of the board of railway commissioners granting the railways the right of increasing their freight, passenger and sleeping car rates. The order goes into effect tomorrow. The Government, however, recognizes the right of appeal against the ruling and will facilitate in every way the early hearing of the appeal.

The Government statement follows: Telegrams have been received from different parts of the country protesting against the judgment of the board of railway commissioners granting a general increase in railway rates and requesting that the action of the board should be first suspended and afterwards set aside by the Government. Many of the wires received would indicate that a belief exists in certain parts of the country that the board of railway commissioners is merely a department of the government service. This is not the case, and it is important that the right position be stated.

Control of Railways.
In 1903 Parliament decided that the control of railways was to be removed from direct departmental and political interference, and provision was made for a board of railway commissioners. The board was subsequently constituted and has since discharged the statutory and judicial duties assigned to it in a manner undoubtedly to the whole in the public interest, and to the acceptance of the department. The board is, by statute, constituted a court, and has the right, privileges and independence of a court.

The act, however, provides for an appeal to the governor-in-council and, on such appeals, to vary or rescind any order, rule or decision made under this rule is well settled. The decisions of the board cannot be set aside by the government. As a matter of fact, since the board commenced its operations no judgments of the board have been set aside by the governor-in-council. In a case of the importance of the present, it is undoubtedly becomes the duty of the governor-in-council to go carefully into the whole of the issue, to hear the arguments of the board and to make a decision on the merits of the matter to dispose of the appeal, having regard to the public interest, the rights of the railway, the rights of shippers, the rights of carriers and the underlying public interest.

Question of Stay.
The question of a stay of the board's judgment has been as carefully considered as the short time at the Government's disposal renders possible. The board's judgment goes into effect on Monday, the 13th inst. The Government has had before it the complete judgment of the railway commission, the evidence and the reasons for judgment. This has been carefully studied. As against the Government, there have been, of course, could be presented, only brief contentions by way of protest. The judgment finds that the relief granted is necessary and should be applied at once, and after the hearing, evidence and arguments on both sides a suspension means more or less indefinite postponement, and it would render the remedying of any injustice so done, which it should be pointed out, is unanimous, being concurred in by all the commissioners who sat upon the case, further indicates that the objections now urged were taken into account and emphasized that such objections went to the measure of relief that ought to be granted rather than to the claim that no increase should be made.

United States Decision.
The official judgment of the Interstate Commerce Commission of the United States has, as well, been available for reference. This judgment, it may be noted, is now in force. A perusal of this judgment discloses that more general and in many cases heavier increases have been granted to railways in that country. For example, the coal rate in the western United States has been increased 35 per cent in the western territory, and 40 per cent in the eastern territory. In Canada the rates on coal are increased 10 cents a ton on all existing rates not exceeding \$1.50 a ton, and 20 cents a ton on all existing rates over \$1.50 a ton. It will be noted that the increase in Canada is very considerably less than that in the United States. The general coal constitutes a large part of the total traffic of Canadian carriers. The rates on sand, gravel and crushed stone in the United States have been increased 40 per cent for the eastern territory, and 45 per cent for the western. Canada no increase whatever is allowed. On cordwood, stags, and mill refuse used for domestic fuel the same increase

has been granted in the United States, while in Canada the increase is held down to 10 per cent.

The general increases allowed in the American territory are reduced in the Canadian territory. The increase allowed there by the Interstate Commerce Commission being 20 per cent, in Canada no increase whatever is allowed.

Over and above this, the increases in the United States are not limited as to time in the manner as to which increases in Canada are. The general increase of 35 per cent in western territory and 40 per cent in eastern territory allowed by the Canadian board are reduced under the judgment, to 30 per cent and 35 per cent effective January 1, next, and in addition, the railway companies are bound to submit monthly statements so that their earnings may be checked up and reductions made in rates in case the rates allowed prove unnecessarily high.

Passenger Increase.
It should also be noted that the increase in passenger rates is also limited. In the American territory the increase is 30 per cent; in Canada the increase is 20 per cent, but in Canada the increase is to be reduced to 10 per cent, effective January 1, next, and July 1, next, the increase is cancelled altogether. No similar limitations are made in the American territory.

The above references are such merely as have been open to the ascertainment of the Government in the short time intervening before the date fixed for the application of the commission's order. They have been deemed as necessary to be taken into account when the Government is asked to take the entire order. If it should appear to be a case where the appeal should be granted and the decision modified or rescinded there could, if deemed proper, be provision for rebates

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The 'Close-Out' That Made Good In a Day



SENSATIONAL SELLING ALL OVER THE STORE

EDGE YOUR WAY IN—LET NOTHING KEEP YOU AWAY

Men's \$2.35 Heavy Ribbed Wool Underwear \$1.49

Penman's \$1.65 Fleece Shirts and Drawers \$1.19

\$5.00 Wool Ribbed Combinations, half price \$2.50

Heavy \$1.50 Fleece Shirts and Drawers \$1.07

50 Dozen Men's \$2.25 Heavy Wool Drawers 95c

\$1.65 Merino Shirts and Drawers 95c

Boys' 85c Summer Underwear 39c

Stanfield's \$3.50 Wool Shirts and Drawers \$2.49

Men's 35c and 40c Fine Socks 4 pairs \$1.00

\$1.50 and \$1.75 Work Gloves and Gauntlets \$1.00

SUITS, OVERCOATS, PANTS, RAINCOATS, LIKE A SPANGLED PLUMMET, TO COST AND LESS, TO RID THE STOCK—AWAY! AWAY!

A NOSE DIVE ON THE \$10,000.00 PANT STOCK—THESE CLOSE-OUT PRICES BRING A "HOOT" FROM THOUSANDS OF MEN!

\$5.00 PANTS \$3.00 \$6.50 PANTS \$4.00 \$9.00 PANTS \$6.00

\$11.50 PANTS \$8.00 \$18.00 PANTS \$11.75

OVERSIZE—HERE YOU GET WHAT YOU WANT

PRICES DOWN WITH A CRASH, TO CLOSE OUT THE STOCK COMPLETELY AND ENTIRELY.

DOWN SWOOP THE PRICES, FALLING SO LOW THAT YOU CAN'T AFFORD TO PASS 'EM UP.

Don't Wait—Suits, Overcoats and Raincoats Like These Go Fast at Such Low Prices.

Boys' Overcoats, Suits, Pants—All Going Out With a Pell-Mell Rush at Profitless Prices.

Startling! Men's \$55 Suits \$32.00

Slashing! \$30 Balmacaans \$17.00

Remarkable! Men's \$25 Suits \$15.00

Choice of \$22 and \$25 Raincoats \$11.50

Prices Further Cut—Men's \$35 Suits \$19.50

All \$38 and \$40 Raincoats \$22.00

\$75 Men's Best Suits, clearing \$44.50

Men's New \$37.50 Burly Overcoats \$23.00

Best in the House—\$55 Overcoats \$32.00

Hurry Out \$13.50 Paramattas \$5.50

Men's \$20 Overcoats \$9.50

Forcing Out \$26.50 Raincoats \$14.50

\$44 New Winter Overcoats \$28.00

The Cream of the \$40 Suit Stock \$25.00

THIS CLOSE-OUT SALE IS THE FOCUS OF THOUSANDS OF EYES. HERE'S "CLOSE-OUT" PRICES AS DARING AS A MAN HANGING BY HIS TOES FROM AN AEROPLANE IN A 60-MILE AN HOUR WIND.

ENORMOUS CROWDS ARE HERE GRASPING THE BENEFITS OF THIS BARGAIN WHIRLWIND CLOSE-OUT CAMPAIGN

All Peabody's Overalls \$2.65

\$6.50 Blue Stripe Combination Overalls \$4.75

Heaviest \$4.00 Overalls, now \$2.95

Men's 35c Collars, all styles, 4 for \$1.00

\$1.50 Balbriggan Shirts and Drawers 75c

Men's Fleece Shirts and Drawers 94c

Best \$3.00 Blue Stifel Overalls \$1.95

65c Heavy Wool Socks, 3 pairs \$1.00

\$3.75 Blue Denim Overalls \$2.50

\$5.00 and \$6.00 Bathing Suits \$1.00

R. R. Signal Blue Shirts \$2.19

\$2.00 Blue Chambray Shirts \$1.35

An Open Door to the Entire Stock

FINAL PRICES FAIRLY SCREAM OUT

All \$6.50 Panama Hats go at \$1.50

75c and 85c Heavy Wool Socks 50c

\$1.00 Silk Lisle Socks, all colors 69c

85c Black Cashmere Socks, 45c, 2 pairs 90c

\$3.00 Neckwear \$1.25

\$2.00 Neckwear \$1.00

1.50 Neckwear 75c

\$1.00 Neckwear \$1.00

\$4.50 Separate Vests \$2.69

\$18.00 Smoking Coats \$10.50

\$36.00 Gabardine, size 36, one only \$19.50

\$2.75 Heavy Work Shirts \$1.89

The Finish—"Nevermore"—Final Prices

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