

MANUFACTURERS' REMNANT COUPON SALE

SATURDAY, SEPTEMBER 5

The last day of our Great Three Days' Sale promised to be the best day of all. It is our aim to satisfy. We do not wish to see you or anyone disappointed. We know that many of our customers, especially those from out of town, who counted on Saturday as the most convenient day for attending this sale, would be disappointed with the small assortment of made-up goods left after two days of such selling. We have made provisions for you, for the school children and for those who came to buy and perhaps could not find a skirt their size.

We Will Have Your Size Saturday. Any Style You Choose at One-Third Less Than Our Regular Price for Making.

With every end sold of sufficient length for a skirt or shirtwaist, we will hand you a coupon that will entitle you to have the remnant made to your measure into a skirt or shirtwaist at one-third less than our regular price for making. This gives you your size. Impossible to quote prices.

We have a reputation for putting on Remnant Sales. This sale will eclipse anything for value ever yet offered by us. We bought at a price over 500 yards of dress goods remnants, lengths from 2½ to 10 yards. Every end a seasonable and fashionable fabric. These we offer Saturday morning at prices that will startle you. Bundles of Cuttings. Big bargain Bundles, 15¢ each, 2 for 25¢.

Come Early.

SALE COMMENCES AT 9 O'CLOCK.

You'll Save Dollars.

ROBINSON CORSET AND COSTUME COMPANY

434 TALBOT STREET, GREENE-SWIFT BUILDING

ALLAN LAUDS MARINE DEPT

Repudiates the Commissioner's Hints as to Lighthouse Board.

Montreal, Sept. 2.—The investigation which is being made into the administration of the marine department as the result of the allegation of the civil service commission that the department has shown "lack of conscience" was resumed at the court house here today before Mr. Justice Cassels, of the exchequer court. Messrs. Geo. H. Watson, K. C., Toronto, and J. L. Perron, of Montreal, appeared for the Government. Mr. A. Geoffrion for the Montreal Harbor Commissioners, Mr. J. M. Godfrey, of Toronto, for Mr. B. H. Fraser, the commissioner of lights, and Mr. C. Gaudet for Mr. B. J. Coughlin. Witnesses to be heard here include Messrs. H. and A. Allan; John D. Oppe, of the Marconi Wireless Telegraph Company of Canada; Thomas Robb, secretary of the Shipping Federation; J. M. M. Duff, and T. B. Macaulay, secretary of the Sun Life Assurance Company.

Mr. Allan's Testimony.
In the afternoon Mr. Hugh Allan, of H. & A. Allan, was the only witness examined. His examination occupied the whole of the afternoon, and his evidence was in the nature of a strong rebuke to the civil service commissioners, who had accused the department as showing a "lack of conscience." As a member of the lighthouse board Mr. Allan was questioned regarding its nature, its methods of working and its usefulness as a department. He showed that the board had systematized the department, had kept shippers advised and posted regarding changes and improvements, and had made the St. Lawrence with any in the world. He characterized as a "miserable insinuation" the statement that the members of the board were irresponsible, and that they recommended a large expenditure of money where it was not needed. "There is no justification for the censure passed on the board," declared Mr. Allan.

A further question revealed the fact that \$1,600,000 had been spent by the board in making the channel safe and properly equipping it. The annual saving was from \$230,000 to \$240,000 a year. This money was saved to shippers and importers. "It was absolutely necessary to put in the best of everything to meet the competition of other ports, and everything that has been done has been well done and done in a business-like way," declared Mr. Allan.

How the Money Was Saved.
"What way was the saving of \$240,000 a year effected?" Mr. Watson asked.

"The route was made safer, there were fewer accidents, it was better lighted, since 1900 the rate of insurance has been reduced between 40 and 50 per cent. This saving is not navigation safer, and this again is due to the better lighting service." Mr. Allan showed that there were fifteen different steamship lines using the St. Lawrence route, and what helped one helped all.

Questioned regarding the methods of dealing with the questions which came up, Mr. Allan said: "Every question is discussed on its merits, and nothing was ever passed until the board were unanimous. I believe I have acted in every case exactly as if I were a lawyer or any other professional man attending to the interests of his clients. There never was an improper item passed. I have never heard of an official of the board being dishonest."

"What is your opinion of Mr. Fraser?" he was asked.

"Mr. Fraser is a capable man," was Mr. Allan's reply. "He was not there to further the cause of any particular maker of buoys. He did his work well."

Asked if he did not think it would be wise to have the minister of marine as a member of the board, Mr. Allan said "No," and went on to point out that there was too much detail and routine, and it would practically take up the entire time of the minister. At present the light-house board simply recommends that lights be placed at points indicated and the department of marine acts on their suggestion.

At the conclusion of his questioning Mr. Allan was thanked by Judge Cassels for his clear, concise and businesslike way of presenting the facts pertaining to the workings of the lighthouse board.

AMERICAN

The total valuation of taxable property in Wisconsin this year is \$2,478,551,786.

A factory for wooden shoes in Columbus, Ohio, turns out 20,000 pairs during the year.

Two boys gathering berries near St. Marys, Pa., found a human skeleton in a ravine near a spring.

One man was killed and two others fatally burned in a powder mill explosion at Quaker Falls, Ohio.

The village of Wilber, Mich., is threatened with destruction by forest fires that are raging about it.

Miss Mary E. Bracken, of Hollidaysburg, Pa., has been admitted to the practice of law in that state.

A Friends' conference is in session at Winona Lake, Ind., with several hundred delegates in attendance.

Newspapermen of Bethlehem, Easton and Allentown, Pa., have organized a Lehigh Valley Writers' Organization.

His automobile struck by a trolley car at Covina, Cal., Professor Fitzgerald, a noted music teacher, was killed.

A contract for 50,000 blankets for the United States army, has been awarded to H. T. Kent, of Philadelphia.

At Centerville, Ia., caught under a fall of coal at the Sunshine mine, Antonio and Adolph Debul were killed today.

His buggy upset by an automobile at Omaha, former United States Senator Charles F. Manderson, was seriously injured.

Thompson Coyle, of Baltimore, Md., fell from the window of a Pullman car near Stanton, Del., and died a few hours later.

Miss Rosa Zahniser, of Chicago, is in a serious condition as the result of having swallowed a live bee while eating honey.

Mayor Busse, of Chicago, issued a proclamation extending the time for wearing straw hats from Sept. 1 to Sept. 15.

To escape trial for wife murder, Norbert Woodbury, committed suicide in jail at Dover, Me., by cutting his throat with a razor.

Two Chicagoans, Dr. Max Honius and Henry L. Hartz, were accorded a private audience by King Frederick at Copenhagen recently.

A rowboat containing two men and two women is believed to have been lost in Lake Michigan, off Holland, Mich., in Friday night's storm.

The Chicago, the biggest balloon to leave Columbus in the international air race, landed near Fletcher, O.

Enforcing the "unwritten law," Charles Armstrong, a wealthy cattleman, shot and killed Andrew Arnold, a merchant, near Rogersville, Tenn.

A baby carriage in which Mrs. Ludwig, of Chicago, had hidden \$2,400, was robbed by two boarders who had asked to take the baby out for an airing.

The New York State Charity Association, in its campaign against tuberculosis, is making use of phonographs to deliver health lectures at country fairs.

NORTHERN NAVIGATION CO.

Fall Service

LAKE SUPERIOR DIVISION.—Steamers will leave Sarnia Mondays, Wednesdays and Fridays at 3:30 p.m., until Sept. 14.

GEORGIAN BAY DIVISION.—Mackinac service discontinued. Steamers leave Collingwood 1:30 p.m., Owen Sound 11:30 p.m., Tuesdays and Saturdays only for Sault Ste. Marie and way ports.

NORTH SHORE DIVISION.—Service discontinued.

PARRY SOUND-PENETANG DIVISION.—For Minnecog, Go-Home-Bay, Copper Head, Sans Souci and Parry Sound, leave Penetang 2:30 p.m. until Sept. 12; after this date service discontinued.

Tickets and information from all railway agents.

WARASH

will sell during the months of September and October one-way second class colonist tickets at very low rates from all stations to

CALIFORNIA, ARIZONA, MEXICO, OREGON, IDAHO, MONTANA, WASHINGTON AND BRITISH COLUMBIA POINTS.

Tickets will be on sale via all direct routes, with stop-over privileges. See that your tickets read over the Warash, the short and true route to the above points.

For full particulars call on your nearest Warash agent, or address J. A. RICHARDSON, district passenger agent, No. 16 Young Street (Traders' Bank Building), Toronto and St. Thomas, Ont.

Grafton & Co., Ltd.

Canada's Leading Clothiers

CLOTHING--From Maker to Wearer--What Does it Mean?

It means that you pay only one profit instead of three and sometimes four. It means that you buy direct from the manufacturer and save an average of 25 per cent. It means that Grafton Clothing is matchless in value.

Grafton & Co. have become the leading clothiers in Canada, because every garment turned out is a lasting recommendation of quality and value. Grafton Clothing has gained great popularity because it merits it.

Every garment manufactured is guaranteed to give entire satisfaction or money refunded. Every garment is style and fit perfect. Is it any wonder that Grafton clothes for men and boys are popular. The man who has not tried Grafton high-grade clothing cannot be termed an economist, for Grafton clothes give "made-to-order" satisfaction at "ready-to-wear" prices and save time and money for you.

Union-Made Clothing

We manufacture and sell only union-made clothing—BECAUSE IT IS BEST. Our union tailors are experts, and are paid high salaries because their work is better done than would be possible in the "sweat shops" where much of the ready-made clothing of most concerns is made. Our union tailors work in clean, airy, sanitary factories under the most favorable conditions.

You'll find on every garment the Union Label—the badge of merit. Union men, remember: The true road to economy begins here. Buy union-made Grafton clothes and you save at least 25 per cent. Just try it.

**New Grafton Tailored Men's Suits
\$8.50 to \$20.00**
**Grafton Suits for Youths and Young
Men, \$6.50 to \$20.00**

Karlton Hats for Men, \$2

KARLTON FELT HATS are not like any others and are not intended to be. Not only are the shapes exclusive Karlton designs, but the texture of the fabric is different from that of any other make. The delightful mellow feel and the wear-resisting quality are a combination that goes with the Karlton Hat for men.

Soft Hats for Men, \$1, \$4

THE SOFT HAT for this season—to be worn as you like it—turns the brim up back and front or on either side, or turn down at any point—and it looks good however you manipulate it, and the crown—well, pull, fold, punch or crease it as you fancy. Shown in all the fashionable colors—\$1.00 to \$4.00.

Grafton & Co. Ltd.

3 FACTORIES AND 7 STORES IN CANADA

THROWN FROM RIG.

Exeter, Sept. 3. Mr. J. Sussex, a London traveller, narrowly escaped serious injury while driving through Hensall and Zurich on Monday last. He was driving one of Messrs. Treble & Baker's livery horses, and was just

a mile or so out of Hensall, when he met an automobile. The horse became frightened and running into a ditch, Mr. Sussex was thrown out with considerable violence, and sustained several bruises and a rather severe shaking up. The horse was cap-

tured about a mile distant, while the rig was considerably damaged.

One hundred and three men were killed and about 200 badly injured by the explosion aboard the French battleship Jena, March 12, 1907.



TRAVELERS' GUIDE

GRAND TRUNK RAILWAY.
SARNIA TUNNEL TO SUSPENSION BRIDGE AND TORONTO.
Arrive from the east—*2:25 a.m., *10:56 a.m., *11:12 a.m., *11:23 a.m., *6:30 p.m., *8:00 p.m., 10 p.m.
Arrive from the west—*12:09 a.m., *3:55 a.m., *11:28 a.m., 1:10 p.m., *4:10 p.m., 6:25 p.m.
Depart for the east—*12:14 a.m., *3:40 a.m., 7:30 a.m., 9 a.m., *11:32 a.m., 2:05 p.m., *4:25 p.m., *6:53 p.m. (Eastern Flyer).
The trains leaving at 7:30 a.m. and 2:05 p.m. stop at all stations.
Depart for the west—*4:00 a.m., 7:40 a.m., *11:18 a.m., *11:35 a.m., 1:40 p.m., *8:18 p.m.
The 7:40 a.m. and the 1:40 p.m. trains stop at all stations.

LONDON AND WINDSOR.
Arrive—10:00 a.m., *4 p.m., *6:50 p.m. (Eastern Flyer), 11 p.m.
Depart—*6:35 a.m., *11:27 a.m., 2:20 p.m., *8:10 p.m. (International Limited).

STRATFORD BRANCH.
Arrive—*3:25 a.m., 11:15 a.m., 1:35 p.m., 6:45 p.m., 11:25 p.m.
Depart—*4:10 a.m., 10:20 a.m., 2:45 p.m., 4:55 p.m.

LONDON, HURON AND BRUCE.
Arrive—10:10 a.m., 6:10 p.m.
Depart—*8:30 a.m., 4:50 p.m.
Trains marked thus * run daily. Those not so marked run daily except Sunday.

CANADIAN PACIFIC RAILWAY.
Arrive—From the east *11:30 a.m., 8 p.m., *10:52 p.m. From the west—*4:30 a.m., *8:20 a.m., *6:20 p.m.
Depart—For the east—*4:40 a.m., 8:28 a.m., *5:28 p.m., For the west—*11:38 a.m., *8:10 p.m., *11:00 p.m.
Trains marked thus * run daily. Those not so marked run daily except Sunday. **From Chatham only. ***Runs only to Chatham.

MICHIGAN CENTRAL RAILWAY.
Arrive—6:55 a.m., 11:10 a.m., 5:16 p.m., 9:50 p.m.
Depart—*7:15 a.m., 2:20 p.m., 5:35 p.m., *10:25 p.m.
*Runs through to Waterford.

PERE MARQUETTE RAILWAY.
Depart—5:40 a.m., *7:10 a.m., 9:45 a.m., 1:20 p.m., 2:30 p.m., *3:30 p.m., 5:05 p.m., 7 p.m., 8 p.m.
On Saturdays a train will leave London at 10:40 p.m. for Port Stanley. Arrive—8:45 a.m., *12:15 p.m., 1:40 p.m., 4:05 p.m., 6 p.m., 7:40 p.m., 9:20 p.m., 9:45 p.m., 11:45 p.m.

*To and from Walkerville, without change. Trains not "starred" to Port Stanley.

GRAND TRUNK RAILWAY SYSTEM.
CANADIAN NATIONAL EXHIBITION, TORONTO
\$3.40 FROM LONDON
Good going Aug. 29 to Sept. 12.
Special Excursion Rates \$2.55.
Good going Sept. 1, 3, 5, 8 and 10; return limit on all tickets, Sept. 15.

SPECIAL SERVICE.
Leaving London 10:30 a.m., Sept. 1, 3, 7, 9, 10, returning special leaves Toronto at 4:20 p.m., Sept. 5, 7, 9, 10, 11, 12, and 10:00 p.m., Sept. 6, 8, 9, 11, 12.

Return tickets at single fare between all stations in Canada, good going Sept. 4, 5 and 6; return limit, Aug. 8, 1908.
Full information from DE LA HOOKE, city agent, or E. RUSE, depot agent, J. D. McDONALD, district passenger agent.

MICHIGAN CENTRAL
"The Niagara Falls Route."
FOR
LABORDAY

September 7th
One first class limited fare for the round trip, Sept. 4, 5 & 7; limit to return, Sept. 8, 1908.

Michigan State Fair
Detroit, Mich.
One first class limited fare for the round trip, Sept. 2 to 11; limit to return, Sept. 12.
For full information apply to Michigan Central agents, W. J. LYNCH, P.T.M., Chicago; O. W. RUGGLES, P. A., Chicago; S. H. PALMER, P. A., St. Thomas; Hamilton office, 418 Richmond street, Phone 255. THOMAS EVANS, agent.

R&O FALL EXCURSIONS
via steamers Toronto and Kingston, leaving Toronto at 3 p.m. daily until Sept. 12 and Sept. 14 to 20, Mondays, Wednesdays and Saturdays, Toronto to Montreal and return, \$15; Toronto to Quebec and return, \$20; Toronto to Saginaw and return, \$25, including meals and berth.
Steamer Belleville, via Bay of Quinte, leaves Hamilton at 12 noon, and Toronto 7:30 p.m., every Tuesday. Hamilton to Montreal, single, \$8; return, \$15.50. Toronto to Montreal, single, \$12.50; return, \$14, including meals and berth. For tickets apply to E. RUSE, G. T. R. or W. FULTON, C. P. R. H. FOSTER CHAPMAN, A.G.P.A., Toronto, Ont.

MOOSE

OPEN SEASON

New Brunswick
September 15 — November 30

Nova Scotia
October 1 — November 30

Quebec
September 1 — December 31

Write General Passenger Department.

INTERCOLONIAL RAILWAY

MONCTON, N. B.

Or Toronto ticket office, 51 King street east, for free copies of "MOOSE IN THE MICMAC COUNTRY."

"FISHING AND HUNTING."

CANADIAN NATIONAL EXHIBITION TORONTO

Return Rates From LONDON

\$3.40 Daily
Until Sept. 12

\$2.55 Sept. 3, 5, 8 and 10 Only
All tickets good to return until Sept. 15.

SPECIAL TRAIN LEAVES LONDON AT 2:00 P.M. SEPT. 1 TO 12, EXCEPT SUNDAY.
Returning leave Toronto at 10:10 p.m.

Official programme gives train service and full information. Ask agent for a copy.

SINGLE FARE LABOR DAY

Tickets good going Friday, Saturday, Sunday and Monday, SEPT. 4, 5, 6, 7.

Return limit Tuesday, Sept. 8.
Full information at London offices, W. Fulton, 161 Dundas St. W., John Shaw, C.P.R. Station, or write C. B. Foster, D.P.A., C.P.R., Toronto.

PERE MARQUETTE RAILROAD

LABOR DAY SEPTEMBER 7

Single Fare

For round trip between all stations in Canada, good going Sept. 4, 5 and 7, return, Sept. 8.

H. F. Moeller, G. P. A., Detroit, Mich.; J. W. Kearns, T. P. A., London, Ont. Phone 244. tf. xvz.

PERE MARQUETTE Port Stanley

AND RETURN 30 CENTS EVERY DAY

Trains leave London 5:40 a.m., 9:45 a.m., 1:20 p.m., 2:30 p.m., 5:05 p.m., 7:00 p.m., and 8:00 p.m.

H. F. Moeller, G. P. A., Detroit, Mich.; J. W. Kearns, T. P. A., London, Ont. Phone 244. tf. xvz.

OCEAN STEAMSHIP TICKETS

WHITE STAR LINE.
New York—Queenstown—Liverpool
N. Y.—Plymouth—Cherbourg—S'hampton.
New York and Boston—Mediteranean.

AMERICAN LINE.
Boston—Liverpool Direct.
E. DE LA HOOKE, SOLE AGENT.

ATLANTIC TRANSPORT LINE.
New York—London Direct.
Royal Mail Steamers.

Montreal—Quebec—Liverpool (Summer).
Portland—Liverpool Direct (Winter).
RED STAR LINE.
New York—London, via Dover—Antwerp.
E. DE LA HOOKE or W. FULTON, Agts.