THREE CHOIR BOYS FAINTED AT OPEN-AIR CEREMONY

Laying of Foundation Stone of Osler Memorial Wing Performed by Infant.

The ceremony of laying the foundation stone of the Gwynneth Osler wing of the Church Home for the Aged on Bellevue-avenue took place Saturday afternoon at St. Stephen's Church before a large gathering. The Anglican clergy of the city were present in large numbers.

A unique feature of the ceremony was the presence of the six-months-old motherless grandchild of E. B. Osler, M. P., who, held in the arms of Mrs. Osler, was guided in the performance of the formal laying of the stone. The building is the gift of Mr. Osler, who gave $10,000 for the purpose.

So intense was the heat that three of the choir boys fainted and had to be conveyed home. None of the cases was of a serious nature.

The combined choirs of St. Stephen's, St. Augustine, St. Luke's, St. Thomas', St. Cyprian's, St. Barnabas', St. Mark's, St. Mary's (Dovercourt) and St. Matthias' churches participated in the ceremony, which was under the direction of the Sisters of St. John the Divine.

The service was taken by the bishop of the diocese, assisted by Rev. J. M. Davenport and Rev. A. J. Broughall, all of whom addressed the gathering.

The procession of choirs and clergy proceeded from St. Stephen's Church, singing a hymn. The xci Psalm was then chanted, after which the bishop and Rev. Father Davenport blessed the stone. The silver trowel was handed to little Gwynn Osler, and as the baby fingers clasped it the stone was laid while the hymn, "Christ is the Foundation of the House We Raise" was sung. Prayers were then said and the service brought to a conclusion.

The Church Home for the Aged was instituted in 1886.

CANNED BERRIES FATAL

Death of Mrs. Nash of Exeter Gives Rise to Peculiar Story.

London, Sept. 9.—The sudden death of Mrs. John H. Nash, two weeks ago, in this city, has given rise to a peculiar story.

It seems that nothing was said of the affair at the time, the body being sent to Exeter, where her parents, Mr. and Mrs. S. Fansen, reside. At the hospital, where she died, it was said her decease was due to asthmatic or bronchial trouble.

The late Mrs. Nash, however, was only taken to Victoria Hospital two hours before she died.

It appears now that some of the family say that death was due to poisoning, caused by eating canned thimbleberries. Certain other members of the family were taken ill at the same time, thereby giving rise to the idea that Mrs. Nash was also poisoned.

She was not quite 25 years of age, and, according to a letter sent the day before her death to her paretns in Exeter, she mentioned that she had never been in better health.

MEXICANS HOLD UP YANKEE.

Fishing Smack Stopped by Gunboat and Part of Cargo Taken.

Galveston, Texas, Sept. 8.—The American fishing smack Hatteras belonging to the Gulf Fishery Co., of this city, reached here to-day from Mexican waters, where, her commander states, he was held up by a Mexican gunboat Aug. 25, while seven miles off Triangular reef in the middle of the Gulf of Campechie.

Armed Mexican marines boarded the Hatteras and ordered the captain to show his papers and also to open his hatches and display part of his cargo of fish, which had been caught in the open sea on the passage down to the banks for a full cargo.

The Hatteras was at that time a great distance outside the shore limit and under full sail for the fishing banks. Manager Munn of the Gulf Fisheries Co. wired the state department, requesting immediate action for the necessary protection of American vessels while fishing in the open sea or proceeding to and from the common fishing waters.

LOW ONE-WAY RATES.

Every day from Sept. 15 to Oct. 31, 1906, the Union Pacific will sell one-way colonists' tickets from Chicago, at the following rates:

$30 to Ogden and Salt Lake City.
$30 to Butte, Anaconda and Helena.
$30.50 to Spokane and Wenatchee, Wash.
$33 to Everett, Fairhaven, Whatcom, Vancouver and Victoria, via Huntington and Spokane.
$33 to Tacoma and Seattle, via Huntington and Portland or via Huntington and Spokane.
$33 to Portland and Astoria, or Ashland, Roseburg, Eugene, Albany and Salem via Portland.
$33 to San Francisco, Los Angeles and San Diego.

Correspondingly low rates to many other California, Oregon, Washington, Montana, Utah and Idaho points.

For full information call on or address J. O. Goodsell, T. P. A., 14 Janes Building, Toronto, Canada, or F. B. Choate, G. A., 11 Fort-street, Detroit, Mich.

SUITS MADE QUICK.

"The perfection of the physique type of measuring and designing for tailoring," said the manager of the Semi-ready Wardrobe, "was one of the most brilliant sartorial achievements in many years. Until this idea of the Semi-ready Company was perfected, we merchant tailors had it all our own way. To-day most of us acknowledge the truth that the small tailor shops cannot equal the system or the workmanship of the real Semi-ready garment. I know that in nearly every town and city in Canada merchant tailors are trying to get the Semi-ready agency.

"The Semi-ready Company this year are giving special attention to the quick filling of special orders. When I send in measurements for special suits I know that these orders will be filled promptly."

County Criminal Court.

To-day Judge Winchester holds a county judge's criminal court, and will hear the following cases: Samuel L. Clapp, betting house; Fred Vose, betting house; S. B. Smale, theft; Bert Thompson, indecent assault; Israel Flenwork, receiving.

DEATH'S CALL WAS SUDDEN.

Mrs. Penrose Macdonald Succumbs From Heart Failure.

One of the most familiar figures in the old days in the Government House circles died yesterday, in the person of Penrose Ann Macdonald, widow of the late Colonel G. F. Macdonald.

Death occurred after an illness of only 20 minutes at the residence of her son-in-law, C. E. Brooke, 496 Ontario-street. The aged lady, after dinner, was talking reminiscently with a friend when she complained of not feeling well. A doctor was sent for, but before he could arrive Mrs. Macdonald was dead. Heart failure was the cause.

She was a daughter of General Sir John Savage, one-time commander of the troops in Ireland, and a granddaughter of Sir John Savage. Born 83 years ago, in St. Hilliers, Isle of Jersey, she married Colonel George Macdonald of the 6th Regiment, and came to Canada with the regiment at the time of the Trent affair, in '66.

She is survived by three sisters—Lady Sophie McKerlie, Monkstown, Dublin; Mrs. Bailey of London, Eng., and Miss Savage, St. Hillier's, eJrsey. She is a sister-in-law of Baron Templemore. Her surviving daughters are: Mrs. Hill, Beverley Hall, Yorkshire, Eng.; Mrs. R. F. Walton, Toronto; Mrs. Whittemore, Dublin; Mrs. S. Marriott, Toronto; Mrs. W. C. Dick, Toronto, and Mrs. Charles Brooke, Toronto. Two sons — George A. Macdonald, Buffalo, and F. S. Macdonald, Toronto, also survive. Mrs. Dr. Murray MacFarlane, Toronto, and Mrs. Edgar Jarvis, Melfort, Sask., are among the grand-daughters.

Mrs. Macdonald was well known as a fearless horsewoman. As a child, she would dash ahead of a squadron beside her father.

Her husband, Col. Macdonald, died nine years ago. He was well known in the city as the staff officer of pensions.

BOLDNESS OF HIPPLE AMAZES

Time and Again He Bolstered Up Failing Credit of Trust Co.

Philadelphia, Pa., Sept. 8.—While the state bank examiners are going thru the books and papers of the wrecked Real Estate Trust Company looking for further evidence of criminality, Receiver Earle is busy perfecting his plan to reorganize the company.

Mr. Earle is strongly disinclined to assume the presidency because of his other business interests. He is now the president of four local financial institutions. If he does accept, he says, it will be only at the request of the depositors and after other men he has in view shall have declined to take the place.

District Attorney Bell continued his independent investigation to-day. He said, however, that he was relying to a considerable extent on the investigation being made by the state experts. They will turn over to him a complete report of their findings and if any criminal evidence is contained therein he will immediately cause the arrest of the guilty persons.

The deeper the probers go into the affairs of the ruined company the more amazed they become at the boldness of its late president.

Simultaneous with the looting of the bank and when it was apparently on the verge of collapsing, Hipple would do something to boost the credit of the company and hoodwink the directors. It was disclosed to-day that he had recommended to the directors the payment of a one per cent. extra dividend on the company's stock last July because of the great prosperity of the institution. At the same time he asked the directors to increase the salary of certain employes, so that they, too, could share in the prosperity.

NEW CHURCH DEDICATED.

Dovercourt Presbyterians Worship in a Fine Edifice.

The opening of the Dovercourt Presbyterian Church at the corner of Dovercourt-road and Hepbourne-street yesterday marks an important step in the history of the church. At each of the services the splendid structure was crowded to the doors while the addresses of Dr. Meldrum of Cleveland and of Rev. Dr. Potts, educational superintendent of the Methodist Church, were listened to with the greatest attention. In the morning Dr. Meldrum drew a number of lessons from the life of St. Paul. Attacks upon the church from without could never harm the church. The professing Christian who did not dare bear upon his body the marks of Christ was the greatest enemy the church could have. In the afternoon Dr. Potts addressed a large audience, and in the evening Rev. Dr. Meldrum spoke. The meanest man in the world, he said, was the man who tried to unsettle a faith in God and offered nothing in return. Of such was the doctrine of higher criticism.

The new edifice is in the Gothic style of red brick, and is some 70 feet square inside, with a seating capacity of 1000 and a choir loft capable of accommodating forty members. For the present the basement will be utilized as a Sabbath school. The lot on which the new church is erected is 180 x 200 feet, and the purpose is to erect a school-room. The corner stone of the new church was laid in November last. The cost of the lot, which is 200 x 100 feet, was $2500, and the total cost of the building will be in the neighborhood of $28,000.

Rev. Mr. Wilson, the pastor in charge, has ministered in his present charge for the past year and a half. The congregation formerly worshipped in a little church near the corner of Bloor-street and Dovercourt-road. The church was founded as a mission on Dufferin-street.

After being closed for two months, to admit of a general renovation, St. James'-square Presbyterian Church was re-opened yesterday morning with Rev. Prof. Kilpatrick in the pulpit.

NEW ONTARIO'S P.M.

William Wallace O'Brien of Fort William has been appointed police magistrate for the territory in the district of Thunder Bay, not including the Town of Fort William, along the line of the Superior section of the Grand Trunk Pacific Railway, also for such portion of the territory in the district of Rainy River, along the main line of the said railway, as is accessible to Fort William.

Mr. John Telford of Hanover, Grey County, has been appointed police magistrate for the town.

CASTORIA.
Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought

TORONTO MAN MAKES OFFER FOR TWO OF KING'S HORSES

United States Breeders Also Anxious for Them, But High Price is Demanded.

Will the King's horses stay in Canada? It is only a matter of price and it may be that it can be satisfactorily arranged. Several horse breeders would like to have them, and it is known that W. E. Wellington offered a pretty figure for a horse and a filly, and negotiations are not completely "off" yet. United States breeders, too, are anxious to get them. Bratton of St. Louis offered $10,000 for the lot, and a Chicago firm made an even better offer, but both were turned down. Mr. Beck, who is in charge of the horses, is quoted as saying that he would like to leave the horses in Canada. They are to be exhibited at the London and Ottawa exhibitions and will then be taken to the "Royal Stock Show" at Kansas City. Chicago wanted them for the annual fat stock show in December, but it was declared to be impossible to keep them here until that time.

"While the horses are good and I would like very much to have them, there is no inducement in Canada to pay a high price," said Mr. Wellington, when queried by a World man. "They can't be made to pay, and it is especially so of the Shire breed, which are not in such demand as Clydesdales. Mr. Beck is not asking an excessive price, for they are really an expensive breed, and in the old country are held mainly by rich men, with wom it is a sort of hobby."

He mentioned that five years ago his firm had invested $2500 for one that last spring brought only $625. One, purchased in England at "a pretty price," will soon be on the way over.

ACCIDENT AT GAS WORKS SENDS 14 TO HOSPITAL

Were Engaged In Lifting Cover From Vat of Chemicals When Flames Overpowered Them.

Very severely burned about face, neck and arms:

David Hardy, 258 Booth-avenue.
Elliott Batt, Sherbourne-street and Esplanade.
William Mills, 150 John-street.
William Dodds, 8 Clara-street.

Also in the hospital from burns about head and shoulders:

James Wright, 54 Oak-street.
Thomas Gardner, 260 Lippincott-street.
Aaron Heard, 113 Duke-street.
William Webster, Euclid-avenue.
John Johnston, 45 Bolton-avenue.
Edward Little, Sackville-street.

Slightly burned; able to go home after treatment at the hospital:

William Cooper, Duchess-street.
Thomas Dickson, 405 East King-street.
R. D. Creagh, 380 Parliament-street.
Patrick Gaetons, 55 Brant-street.

While in the act of raising the massive lid of a purifier box at the Consumers' Gas Company's plant on Saturday morning about 11 o'clock, a sudden rush of flame caused injuries, more or less serious, to fourteen of the company's employes.

The process of purifying, whereby undesirable sulphur elements are eliminated, is for the gas to pass the beds of iron oxide. Those in charge of the department deny that there was any real explosion, claiming that under the conditions such an event is almost unheard of. They say that the box became overcharged with gas.

The purifying boxes are square, 30 feet long by 30 feet wide, and are six feet deep, containing layers of oxide of iron up to a foot in thickness. It is customary to raise the lids to remove the oxide when it becomes surcharged with sulphur.

Machinist James Pargeter, who was examining the box to see that it was sound, at the time when the outbreak occurred, escaped without other ill-result than inhaling the fumes. He describes the fire as rushing out in fountain-like volume.

The building is a big one, built of brick, and absolutely fireproof. The effect of the explosion is not manifest.

Dr. Chambers, who has the injured men under his charge, says that all will recover. It was fortunate that the flames did not ignite the clothing of the men, otherwise, the burns would probably, in more than one instance, have speedily proved fatal. As it was, the victims were all burned either about the face, neck, or lower arms, which were exposed to the blast of fire. The men were suffering acutely when brought to the hospital, and presented a pitiful appearance. There were great weals of raw flesh showing on faces drawn with suffering. Eyebrows were scorched away by the fierce blast.

The entire hospital staff busied themselves relieving the sufferings of the victims.

Last night all were reported as doing well.

BODY FLOATS ASHORE.

Possibly That of Man Whose Skiff Was Found Recently.

Pickering, Sept. 9.—The badly decomposed body of a young man was found on the lake shore this morning. His clothing consisted of an under shirt and drawers only.

Three weeks ago a floating boat was picked up in the same locality. It contained a man's outer clothes, gold watch, etc.

PULLS REVOLVER.

Niagara Falls, Ont., Sept. 9.—A man from the northwest was fined $15 and costs for pulling a revolver in the face of a colored porter on Grand Trunk No. 6 yesterday. He gave his name as Dr. McLeod.

A blaze in the trucks of a trolley at Lansdowne-avenue and Dundas-street caused someone to send for the firemen, but the motorman had the fire out before they arrived.

WOMAN'S WORLD.

FOR LOVE'S SAKE.

If thou must love me, let it be for naught
Except for love's sake only. Do not say:
"I love her for her smile, her look, her way
Of speaking gently—for a trick of thought
That falls in well with mine, and certes brought
A sense of pleasant ease on such a day,"
For these things in themselves, Beloved, may
Be changed, or change for thee—and love be wrought,
May be unwrought so. Neither love me for
Thine own dear pity's wiping my cheek dry—
A creature might forget to weep, who bore
Thy comfort long, and lose thy love thereby.
But love me for love's sake, that evermore
Thou may'st love on, thru love's eternity.

The Coming Neck Wear.

The lingerie waist, some tell us, will disappear gradually in favor of the silk blouse with tailored suits and also with home costumes. The tailor-made styles will prevail with sporting toilets and the morning or shopping suit which will be one of marked simplicity.

With these probabilities in view the manufacturers of neckwear have worked along the lines of these requirements and an unusual number of smart models have been evolved.

Tailored models come in both the laundered or stiffened and the soft finish styles. The former are for wear with the tailored blouse and the latter for sporting or negligee blouses of tartan plaid or striped wool.

The variety of turnovers is greater if possible than ever. Thes are of embroidered linen or lawn, both soft and stiff. Some have a stiff neck band with the outer collar of soft embroidered stuff to which the fastening of studs gives a touch of novelty. Lawn Swiss and sheer linen turnovers have returned to favor in fall showings and vary in width from a narrow edge, to be worn over a stock of the material of the waist, to a depth covering the entire stock.

Ties will be a considerable factor in fall neckwear. The Windsor holds its own in both plain and plaid effect and four-in-hands, small ties and knots are in great variety, of taffeta, of peau de soie moire, or crepe de chene, according to their width and style.

A type of collar seen during the summer will hold thru the fall season. This is the plain stock of linen or pique well-shaped to fit the neck with tabs drawn thru at the back and narrowing sharply to the front, with large buttonholes thru which a small tie or ribbon is drawn or a Windsor with flowing eds.

Notes on the Fall Blouse.

"Fluffy" blouses have heard their death knell. The swagger girl goes in for plain, neat, almost tailored effects.

Sleeves are decidedly of the shirt-waist variety, with a simple shirt cuff or with a three-inch turnback, designed to fasten with links.

The "mannish" band at the throat is again in evidence as the new blouse will be worn with linen collars or stocks.

Heavy white linen is a favored fabric, tho worn with batiste, fine twill flannels and other non-shrinkable woolens will be shown.

Soft silks are going to be reigning favorites among the early fall waists. Messalines and radiums are made up with clunys and vals and are largely supplanting the wash blouse.

Colors are brilliant, almost "loud," in Paris, the American taste invariably moderates the Paris importation.

Blacks and whites are still popular and will be correct in both stripes and checks.

WORLD'S PATTERN DEPARTMENT.

Designed by Mildred Cassells.

MISSES' FIVE GORED SKIRT—1021—Flounce skirts are extremely popular this season. The skirt may be shirred or gathered at the top, and can be made with or without gathered or shirred flounce, and has two tucks above the hem. The pattern is cut in 5 sizes, 13 to 17 years. For 15 years it requires 9 1-8 yards of material 27 inches wide, and without flounce 5 yards of material 27 inches wide.

World Pattern Department.

Please send the above-mentioned pattern, as per directions given below, to

Name .....
No. ..... Street .....
Town ..... Province .....
Measurement—Waist .... Bust.....
Age (if child's or miss' pattern) .....

CAUTION—Be careful to enclose above illustration and send size of pattern wanted. When the pattern is bust measure you need only mark 32, 34, or whatever it may be. When in waist measure, 22, 24, 26, or whatever it may be. If a skirt, give waist and length measure. When miss' or child's pattern write only the figures representing the age. It is not necessary to write "inches" or "years." Patterns cannot reach you in less than three or four days from the date of order. The price of each pattern is 10 cents in cash or postal order. Do not send stamps.

Address The World Pattern Department, 83 Yonge St., Toronto.

SUNDAY CARS AT JUNCTION

Continued From Page 1.

The popular fallacy that any person who has a reasonably good case can bring the same to trial in the proper court as designated by statute, has been exploded. The Ontario Railway and Municipal Board have justified all predictions and have planted another milestone in history. In 1897 the legislature of the Province of Ontario passed an act, assented to April 13, 1897, by which special agreement between the City of Toronto and the Toronto Railway Company was made, by which the latter were to be permitted to furnish a special Sunday car service, which was only to come into effect upon a vote of the electorate having been taken and a majority shown to be in favor of the law. This vote was to be taken within three months after April 1, 1897. By a majority of less than 500 on a total vote of over 20,000, the act was endorsed on May 15, and on the second Sunday in June, 1897, the first legally authorized cars of the Toronto Railway Company were run on the streets of Toronto. According to the decision given by the board "they regularly ran cars on Sunday prior to April, 1897."

During the year 1899 an agreement between the Toronto Railway Company, whose cars at that time only ran to Humberside-avenue, at the boundary of Toronto Junction, and the Toronto Suburban Railway Company provided that the first named company should have and use their rights and franchise over certain streets. It was distinctly forbidden in the charter of the Suburban to run cars on Sunday.

This agreement was followed by another between the corporation of Toronto Junction and the Toronto Railway Company, ratifying the transfer of franchise. In the negotiations which led up to these contracts Jesse C. Smith, an employe of Wilbert D. Matthews, a director of the Toronto Railway Company and og the Radial Railway Co., was the leading promoter. Mr. Smith is the present Mayor of Toronto Junction and the signer of an affidavit mentioned in the citations in the judgment of the railway board, and is still connected with Mr. Matthews' Company.

When the agreement was presented to the legislature a number of the committee asked concerning the section upon which the claim of legality or "color of legality," as the chairman of the board puts it, was an attempt to "ring in" Sunday cars, and was answered no. Mr. Smith and his confreres then tried to get permission from the Liberal government, with whom they had a strong pull, but the only satisfaction they got was that they might run them at their own risk. It was generally understood that Mr. Mackenzie, the president of the company, at first refused on the grounds of absence of legal warrant, but on the representation of Messrs. Smith, Anderson (now corporation counsel), and others that they would keep things quiet, consented.

Thus, without agreement or legislative ratification, and without the vote of the people, as provided by law, the cars were run in Toronto Junction on Sunday. They have been so run ever since, and might have continued to do so had the Toronto Railway "gang," who control the Junction council, not wanted the proposition to run the cars to Lambton, with a "summer garden" at the back of it. Then followed the entrance of suit in the high court of justice by a writ issued in July last. The cars were stopped because the company knew and believed that they were breaking the law.

Discussed in Council.

On July 11, at a meeting of the council of Toronto Junction, the mayor, Mr. Smith, whose affidavit declaring them to be legal is cited, said in reply to Councillor Howell: "No doubt it is against the law," and Mr. Howell, with a very proper appreciation of the fact that there are some few in Toronto Junction, himself included, who have respect for the law, rejoined, "And you ask me to censure an action taken against something unlawful?"

"That's not the intention," explained the mayor. "It's a matter of letting the railway know whether or not we are satisfied with what has been done." This gentleman is also a justice of the peace.

Councillor Baird said: "I am not going to stand here and commit the people to an endorsation of illegality." The affidavit referred to said that the council "wholly" disapproved.

Then, at a subsequent meeting of council, held about Aug. 7, a resolution was introduced, as a notice of motion, and subsequently marked carried by the mayor, instructing the solicitor to take action against the Railway Company, no mention being made of the complainant, Brown, to force them to carry out their contract—a sort of blank cheque affair, which Messrs. Smith and Anderson filled out by drawing up a complaint to the board, asking that John Brown be forbidden and restrained from prosecuting an action for a penalty against the Toronto Railway Company, and making Brown and the company co-respondents.

This is, perhaps, the first time in history of an injunction to restrain one who stands in the position of crown prosecutor by virtue of the statute, from prosecuting an alleged lawbreaker, and making the representative of the crown and the lawbreaker co-defendants. But, more wonderful still, the board not only considered the matter seriously, but actually proceeded to try the case summarily, without regard to the fact that nothing more had been asked than leave to take it for trial to the proper court, as provided in the statute. They were evidently very anxious that the Toronto Railway should receive no injustice at the hands of some arbitrary law judge of the high court of justice.

Can Go Anywhere.

At the hearing, the farce of making Brown and the Railway Company co-defendants was dropped, and Mr. Anderson and Mr. Laidlaw joined heartily in pleading that leave to take the matter to trial should not be granted. The town solicitor did not take the ground of colorable legality, but came out boldly with the statement that the contract was intended to include Sunday cars. Mr. Laidlaw went further, and declared that all legitimate extensions of the system outside of Toronto were so entitled to run a Sunday service, and the chairman nodded acquiescence. So that, as it now stands, the Toronto Railway, if they make contracts with themselves in the guise of the radials, are perfectly safe in running a Sunday service anywhere, despite law or legislature, but by virtue of the protection of the Ontario Railway and Municipal Board.

Perhaps the queerest decision on record, however, is that upon which the board finally base the refusal of right of trial. The statute, section 254, reads: "All penalties incurred under any of the sections of this act, UNLESS OTHERWISE PROVIDED, may be recovered in the name of His Majesty's attorney-general for Ontario, in any court of competent jurisdiction, and all penalties recovered under this act shall, UNLESS OTHERWISE HEREIN EXPRESSLY PROVIDED, be paid to the treasurer of the province, to the credit of the consolidated revenue fund."

It was pointed out clearly that not only was it "otherwise provided" in section 163, but that this section actually barred the attorney-general from interfering.

It is hard to believe that so eminent a legal authority as the chairman of the board should make such a decision, but it will be the less difficult to meet, in the event of appeal. The complainant has thruout steadily maintained that, upon the question of leave to try, he would not be called upon to give more than evidence of bona fides, which he did, and his evidence was given viva voce, as required, and declared to be sufficient. The effect of this decision is to vitiate the whole act and destroy all the work of the business representatives of the railway men in assisting in the construction of the act, as it now is necessary to have two lawsuits, instead of one, to enforce a five-dollar penalty, even when a suitor wins the right to go to trial, and more than doubles the cost of so enforcing the law.

(Signed). John Brown.

Sleep Like a Top

Don't lie awake with the remedy at your elbow. To banish wakefulness, nervous starts, bad dreams—to sleep soundly and waken refreshed—take

Beecham's Pills

Sold Everywhere. In boxes 25 cents.

This is style 340, for women—dull kid top, vamp of polished calf, roomy toe, new Cuban heel and arch, rising and falling toe. Sensible but Stylish. GOODYEAR PROCESS.

PRICE PROTECTION

What's to prevent a retail dealer who sells a not-priced shoe from sizing you up as a well dressed prosperous person and charge you $6.50, or $5.50, or $4.50 for a $3.50 shoe? Never thought of that, did you.

What do you know about the quality or value of a shoe? Nothing! You can't tell whether a dealer should charge you $3.50 or $6.50. Even if you were an expert you couldn't tell, as all shoes look alike when painted and polished. Paint and polish veneer cover up a multitude of shoe sins.

There's but one way you can prevent the dealer from overcharging you. There's but one way for you to know that you're paying the right price. That way is to buy a Slater in an authorized and chartered Slater Shoe Store or Agency.

That store is bound by contract to sell genuine Slater Shoes and to sell them at not one cent higher, nor one cent lower than, $3.50 and $4.00, for women and $4.00 and $5.00 for men.

Besides, the price is labelled on the lining of each and every Slater Shoe.

Moreover, our advertisements proclaim from the house tops that the price of Slater Shoes is $3.50 and $4.00 for women and $4.00 and $5.00 for Men.

You've absolute Price Protection in the Slater Shoe. Costs a dollar less than the best American makes, and is precisely the same shoe. For men and women.

The Slater Shoe Store
117 Yonge Street
—and at these Toronto Stores:
528 Queen St. West,
810 Queen St. East,
Toronto Junction.

In Summer your stomach sometimes "talks back" to you. Give it

SHREDDED WHEAT

And keep it happy, healthy and contented. Contains more nutriment than meat and is more easily digested —an ideal summer food.

(MADE IN CANADA of Best Ontario Wheat)
Send for the "Vital Question Cook Book," postpaid.
CANADIAN SHREDDED WHEAT CO., Limited, Niagara Falls, Ont.
Toronto Office, 32 Church St.

Don't Trust Your Pockets

Visitors to the city may place their extra cash on deposit and draw it out from day to day as they want it . . . . .

—THE—

HOME BANK OF CANADA

Head Office near cor. King and Yonge Streets—8 King St. West.

City branches—open 7 to 9 o'clock Saturday nights
78 Church Street, near King.
522 Queen West, near Bathurst.

One Dollar Opens an Account.

Cook's Cotton Root Compound

The great Uterine Tonic, and only safe effectual Monthly Regulator on which women can depend. Sold in three degrees of strength—No. 1, $1; No. 2, 10 degrees stronger, $3; No. 3, for special cases, $5 per box. Sold by all druggists, or sent prepaid on receipt of price. Free pamphlet. Address: THE COOK MEDICINE CO., TORONTO, ONT. (formerly Windsor)