300 Pairs Boys' Knicker Pants to go for 25c A Pair

The regular prices of these Knickers were 65c and 80c. They are lined and full sized, tweeds and serges—sizes 22 to 33—while they last you can have them at 25c a pair—not more than 4 pairs to a customer, so that all may have a chance at the biggest bargain in Toronto.

"COME ON IN"

See the wildcat in our west window.

OAK HALL CLOTHIERS

Right Opposite the Chimes, King St. E.

J. COOMBES, Manager

Hamilton Happenings

World subscribers and intending advertisers may transact any matter of business relating to the paper at The World's Hamilton Office, Royal Hotel block, James and Merrick streets. Telephone 965.

WILL UNVEIL MONUMENT IF IT'S IN THE MORNING

Earl Grey Wants to Be at Woodbine in the Afternoon--An Important Arrest.

HAMILTON, May 7.—(Special).—The Governor-General, Earl Grey, has accepted an invitation to unveil a monument erected to the memory of the late Queen Victoria, but requests that the ceremony take place in the morning so that he can get back to Toronto in time for the races in the afternoon. At to-night's meeting of the finance committee Ald. Dickson said it was a pity that such a small matter as that of unveiling a monument erected in honor of the late queen should interfere with his excellency's attendance at the races, but the committee decided to arrange for the reception.

City Solicitor Waddell reported that the Ontario Pipe Line Co. had no right to collect a minimum monthly charge of $1 for gas and that citizens need not pay the charge or sign an agreement to that effect. The sum of $300 was granted to the Olympic fund. Working with the board of trade the aldermen will try to get the G.T.R. to give a better service on the Wellington, reyG and Bruce division. Monday August 3 was selected as civic holiday. Six band concerts by the 13th and 91st regiment bands will be arranged for in Dundurn Park. The solicitor said it was doubtful if any of the $75,000 voted for an isolation hospital could be used for a smallpox hospital and the committee postponed action on the request of the board of health for authority to build a $50,000 smallpox hospital.

The Parks Committee.

The parks board this evening made arrangements to buy the Springer

Invalid Ladies

This Is For You.

There are thousands of females who suffer untold miseries common to their sex.

This is largely due to the peculiar habits of life and fashion, and the improper training of girlhood. Then, too, the physical changes that mark the three eras of womanhood (the maiden, the wife, and the mother) have much to do with her sufferings, most of which are endured in silence, unknown by even the family physician and most intimate friends.

To all such whose hollow cheeks, pale faces, sunken eyes and feeble footsteps, indicate nervousness, palpitation of the heart, weak, faint and dizzy spells, we would earnestly recommend a course of Milburn's Heart and Nerve Pills.

Mrs. Jos. Sharp, Brighton, Ont., writes: "I was troubled with palpitation of the heart, weak spells and nervous trouble, and found no relief until advised to try Milburn's Heart and Nerve Pills. I got one box and that helped me so much I sent and got five more. I am now cured completely."

Milburn's Heart and Nerve Pills are 50c. per box or three boxes for $1.25, at all dealers or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

HAMILTON BUSINESS DIRECTORY

HAMILTON HOTELS.

HOTEL ROYAL

Every room completely renovated and newly carpeted during 1907.

$2.50 to $4.00 per day. American plan. ed7

property of 19 acres on the mountain and also the Gage property. Action on the mayor's proposal to remove the fence around Gore Park was deferred. It was arranged that when the Queen Victoria monument is unveiled on May 25th the gates of the park shall be locked and only the guests allowed within the enclosure.

The building committee of the board of education this evening let the contracts for an eight-roomed addition to the Picton-street schoool. The internal management committee will arrange to have the school childrens' Victoria day demonstration held in connection with the unveiling of the Queen Victoria statue. Changes will be made in the fire drill and the youngsters will not be allowed to wait to secure their wraps when the alarm is sounded. The annual sports for school children will be held next fall. S. F. Lazier, K.C., was named to represent the board as a governor of the Hamilton art school.

Club House Opened.

The new and enlarged quarters of the Hamilton Club were formally opened this afternoon when the ladies were given a chance to see where their hubbies spent their time.

The new east end branch of the public library at corner of Fullerton-avenue and Barton-streets was formally opened this afternoon, but will not be open to the public until next Monday.

Sir Frederick Bridge lectured before a large audience in Centenary Church this evening on English cathedral music. The choir sang 14 anthems. Sir Frederick complimented the choir warmly, saying he had never heard anthems sung better, and did not want to hear them sung better.

That Cataract Contract.

With reference to the Cataract Company's claim that it has the lighting contract for the Hamilton Asylum for three years, the facts are: The company's contract with the asylum expired last week and it has got authority from the provincial secretary's office to continue under the contract. The company claims that its contract was self-renewing and therefore it claims to have the contract for another three years.

Arrested for Bribery.

Nelson Cannon, Columbus, Ohio, a distant relative of Speaker Joe Cannon, was arrested here this morning after a long chase. He is wanted at Columbus on the charge of bribing City Engineer Beck and other officials. He was the Columbus representative of the Cleveland Asphalt Co. and it is alleged that he bribed the officials to allow the company to put in inferior material that did the city out of about $60,000. Both he and Beck were arrested, but were allowed out on bail—Cannon on $10,000 and Beck on $30,000. Both fled after pleading guilty before the grand jury. Cannon since coming to Canada made frequent visits to the home of his sister-in-law at Aylmer, Ont., and was traced to Grimsby, where he was staying with his wife and child at the Village Inn. Cannon was arrested in Aylmer two weeks ago, but was allowed to go. He was in Toronto a week ago and a warrant was sworn out, but he managed to escape. However, Deputy Sheriff Phelan and Detective Shellenberger have been in Canada for six weeks. Th detective left for home this morning, and after seeing him off Sheriff Phelan ran across Cannon at the T., H. & B. Station, having missed the train for Toronto. Cannon will fight extradition. The State of Ohio has retained George S. Lynch-Staunton, K. C., to conduct the extradition proceedings.

Cannon has retained M. J. O'Reilly, K.C. Judge Monck to-day remanded him until Monday.

I. O. F. to Talk It Over.

The I.O.F. members will hold a mass meeting here, before the supreme court meets in Toronto, to discuss the proposed increase in rates for the older members of the order.

It is likely that the registration court will meet next Monday.

W. L. Ross has served notice of an action for libel on The Hamilton Times for Mrs. Harry James.

The Independent Labor party will hold an organization meeting next Monday evening.

Skin Grafting Successful.

The skin-grafting operation performed by Dr. Coleman on Miss Olive Clegg, the young girl who had her scalp torn off three years ago, has been successful. Several operations were performed, skin from the bodies of playmates and dog and pigskin being used. In the last operation skin from her own body was used.

James W. Hart, a hired man, brought a charge of assault against his employer, E. Beckett, a Barton farmer, for pulling him out of bed because he refused to get up in the morning when called. The magistrate ruled that the employer had a right to do this and dismissed the case.

Edwin Taylor, charged in police court this morning with stealing tools, implicated one of the crown witnesses, George White, who was placed under arrest.

The New Arlington.

Now open for visitors. Complete new building, home comforts, very central. Excellent cuisine. Terms $1.50. Geo. Midwinter. Phone 3452. ed

Skedden & Son, Painters, Decorators, Paperhangers. 162 King-street W.

KILLED BY DYNAMITE.

KENORA, May 7.—(Special.)—Another fatal dynamite explosion took place on the Transcontinental work at Daigles camp, fourteen miles north of here.

Dan Milot, a powderman, was tamping a hole, using an iron bar, when the explosion occurred, killing him instantly.

Peanuts For the Douks.

YORKTON, Sask., May 7.—(Special).—It would look now as if the town had them Doukhobors on their hands for an indefinite time. Two mounted policemen have been sent here from Regina to assist in keeping them in order. A large supply of peanuts has been ordered for their consumption.

Movement of Doukhobors to British Columbia started to-day when 90 men with horses and supplies drove to Briadview to take the train.

SUBURBAN FARES

Continued From Page 1.

distance between the latter place and Toronto is greater.

In order to get into the city and back for less than $1.10, it is necessary to purchase tickets twice. First a 70-cent ticket to Weston and then make use of commuter's tickets (one each way) at 12 1-2 cents each, which cannot be bought save in quantities of ten at a time. In this way 15 cents is knocked off the round trip.

A Long Felt Want.

Brampton has not just waked up to these injustices. Citizens have felt their position very keenly for some years back and for the past two years the question has been a live one, during which time the secretary of the board of trade has endeavored to get in touch with the passenger officials of both railways. It is Mr. Williams' opinion that these overtures apparently did not get into close touch, however. The letters were barely accorded an acknowledgment.

J. H. Boulter, former president of the board of trade, made a personal appeal a year ago. There was no outcome. The railways merely promised to "look into the matter and give it their further consideration."

Will Try Again.

"At the last meeting of our board," said Mr. Williams, "we discussed at some length a proposal to urge upon the management of both companies the necessity of a more frequent train service, and we intend making an endeavor to impress them with the fact that many people now resident in Toronto would take advantage of it and live in Brampton if the railways will make it convenient.

"We do not expect a regular train every hour, but we certainly do want one train leaving there about 8 o'clock in the morning, giving the people time to get to their business in the city by 9 o'clock, without having to get up at 6 o'clock. We also want a train leaving the city around about 5.30 or 6 p.m., so that a man will not have to leave his office at 4 o'clock, or wait until 7, in returning to his home. A few extra trains, both ways, running between these hours would do no harm and they would find plenty to do.

"The inconveniences of the present service will be best comprehended when it is noted that the first Grand Trunk train leaves here at 6.50 a.m., the next at 9.30, 11.00 and 11.37. There is nothing again until 6.50 p.m. and another at 9.13 p.m.

"Coming out it is still more inconvenient, tho we could do with no change in the morning. The first leaves Toronto at 7.35 a.m., the next at 9.30. Then at 1.48 p.m. 4.30, 5.00, 7.42 and 11.50 p.m. Business men must leave their offices early to catch the two earlier evening trains or remain there until 7 o'clock."

The C. P. R.'s Good Intention.

"The C.P.R. has two trains a day coming this way, one at 11 a.m. and one at 7 p. m. There was some talk of the latter company starting a suburban service, but little hope is held out of its ever being realized. There has been no evidence as yet in the shape of a switch or 'Y.'"

Continuing Mr. Williams took the positive view that there would be few opponents to a suburban service at commuters' rates. The board of trade represented the entire business interest of the city. At first there was strenuous opposition from some, but those who protested loudest were now among the first in advcating it, believing that the thing to do was to get the population and to so cater to it that there would be no object in people going to the city to make their purchases.

W. C. Young, manager of the local branch of the Merchants' Bank, was very busy when seen, but found time for eulogy of The World's policy regarding suburban service. The present rate, he said, was almost prohibitive. A dollar and ten cents for 21 miles was outrageous. About 8 or 10 years ago the Bramptonians had a commutation fare of 50 cents, but the railway made a fuss over people farming their tickets out to friends, and it was dropped.

The mistake that was made then could be remedied. "The company claimed that the privilege was abused. This is the wrong attitude from a business standpoint. The bringing of those tickets into commission should have been encouraged by every conceivable scheme, on the principle of 'the more used, the more sold.' The mistake was in issuing books, which encouraged dishonesty, if dishonesty it was. Everyone should have been accorded the privilege of purchasing those tickets individually at the ticket office, and the traffic would have increased four-fold. My point of view is that a convenient service at commuters' rates would be a great benefit to the community."

Would Boom Real Estate.

R. H. Pringle, barrister, was present during this interview, and told of having received communications from many prominent persons in the city who desired to come out here and buy property, providing a satisfactory railway service could be arranged. He was strongly urged to do the arranging. The local conveniences of Brampton were all that could be desired, they wrote, in which to establish their homes.

"Aside from the wretched railway service," went on Mr. Pringle, "we have every facility that should induce people to come out here. Electric lights, gas, good water and fire protection and good educational institutions—a combination which cannot be found in any other place as handy to Toronto.

"Of course, it is not believed for a minute that a regular suburban service would pay the railways right at the start, but there is no question in my mind that it would, as soon as the people were assured that they could place dependence in the service.

"I am convinced that many families would come out here and settle tomorrow."

So fas as the idea went that the business houses of Brampton would be adversely affected, F. W. Gillies, local manager of the Parisian Corset Company of Quebec, felt confident that the town could even afford to give one of the railways a bonus or a guarantee of so many passengers for the first six months in order to secure a regular one-hour service. He would not vouchsafe for a moment that the Brampton folk were contemplating any such move, but he felt sure that immediate benefits would accrue sufficient to warrant it.

A Healthy Business.

In the three years that he had been doing business in Brampton, his business had grown from a mere 2 x 4 office to a big establishment, and was now the distributing point for the whole of western Ontario. He had three travelers on the road and it would be necessary soon for the company to build a factory in that place. This was advanced as an argument for Brampton's future as the coming hub of Ontario's manufacturing industry, if it were given half a show by the railways. It was the most central place of natural facilities in western Ontario and had been marking time for years because people who wanted to increase its citizenship, and hence its industry, were prevented from locating there by inadequate railway service.

A Floral Display.

Brampton will soon boast of the most beautiful depot grounds in Canada. The town is already called the "Floral City" of the Dominion by virtue of the extensive Dale greenhouses, from which floral gems are shipped to all parts of the continent. To further characterize the name and advertise it abroad, the Grand Trunk Railway proposes spending considerable money in surrounding the station with an immense flower garden. Over 100 car loads of choice loam have been shipped in from Chatham and other places, and additional consignments are arriving daily. The flowers will be supplied by the local greenhouses, and the board of trade are considering the maintenance of a man, year in and year out, to care for the aromatic beautifiers. He will trim, plant, seed and transplant, arranging the specimens so as to keep the half-acre plot in constant bloom from earliest spring until the cold weather.

How It Affects Weston.

The idea of a better suburban service, together with a generous revision of the rates more especially as applied to the nearby towns and villages, as outlined by The World, has struck a responsive chord.

George W. Verral of Weston, and head of the Verral Transfer Co. of this city, says: "We have really no accommodation at all in the morning, nor very much in the evening. The first train in on the G.T.R. is at 7 and the next at 11. Going out in the afternoon, one train leaves at 3.45 and the next at 7. Neither of these is convenient to the great bulk of the general public.

"On the C.P.R., the evening service is better, a train leaving at 5.10 and another at 5.40, but the value of this is largely discounted by the fact that the first train in on the C.P.R. in the morning is not due at Weston until 9.56 and the next at 11.08. A C.P.R. commuters ticket, good for 55 trips, which must be used within the month, is consequently of little or no use.

"We had a fair service to Weston at one time," said Mr. Verral, "but the advent of the trolley put an end to that. Weston ought to, and with a decent suburban steam service would have had a population now of 5000, and it is growing too, even with all our drawbacks."

East Toronto Interested.

The town of East Toronto would hail with delight a better suburban service.

"Too much time altogether is spent in going back and forward to the city," said Mayor McMillan to The World yesterday, "and the accommodation is not nearly so good as it was some years ago, before the trolley came and when we had a sort of suburban line running into city. When the electric road came the G.T.R. stopped, whatever the reason. The first train into the city now is 5.53 a.m., the next 9.23 and others at 11.37, 2.58, 5.25, 8.51 and 9.22. In the evening there is one out from the city at 5 and another at 5.10, both of which are thru trains and not adapted to suburban service.

"An attempt was made at one time by the town council to get the G. T. R. to resume the suburban line but nothing ever came of it. I am heartily in sympathy with the movement to get better railway accomodation and will do anything I can toward that end."

Fares on Port Credit Line.

A Long Branch resident says that the Grand Trunk sells commuters tickets for Long Branch, but you can't get access to the platform unless you pay $1 per year to the man who owns the platform.

The York Radial line runs from Sunnyside to Port Credit. The return fare from the city to Port Credit, a distance of 13½ miles, is 35c, and from Port Credit to the city and return 25c. They charge from Sunnyside to the rifle ranges and return 25c, and from the rifle ranges to Toronto and return 20c, a distance of about eight miles. They will give no commutation tickets on that line, but this is the interesting part. They charge the members of the golf club at Port Credit 15c return, but won't sell these tickets to residents of Port Credit. They will sell commutation tickets 30 for $1.50 from Sunnyside to Long Branch—the ordinary fare being 15c return—but if you are not a resident of Long Branch they will not sell you a commutation ticket to the branch, so if you live beyond Long Branch you have got to pay 15c.

"I live the other side of the Etobicoke bridge, and in consequence I have to pay 20c to come in and out, or if I drive the one mile to the branch, as I often do, I have to pay the 15c rate, while those people who go to live at the branch for two or three months in the summer get a commuter's ticket," he complained. "I would like to know why these cars are running without there tariff rates being posted in the cars and in the stations.

"I am told that they are compelled to run 18 cars to Brown's line, one quarter mile beyond Long Branch. They get over this by running so many cars to Port Credit and back. The charter was given for York county, and they should take you to the end of the line, but they won't unless you sit in the car, and compel them to do this."

The labor interests of Ottawa have decided not to enter candidates for the coming provincial elections.

"The Factory Behind the Store."

The Season's Best Umbrella Bargains

A beautiful line with handsome handles, reliable frames and covers, reg. $1.00, on sale at 50c

These are stunners, the handles come in ivory, gold and sterling silver, very serviceable and good looking, regular $3.50, on sale at 1.95

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