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"HIGH--LOW"

CLOTHING

FOR MEN AND BOYS

Call it a brand if you like—but it's the principle we've adopted in opening this fine clothing house-high quality-low priceand the style and fit as faultless, as you'd demand from your own custom tailor—what would be the use going out after your patronage if we hadn't something a little better than has been to offer you, and all we expect a little straight talk like this to do is to get you coming to the "READY-TO-WEAR"-your own eyes and judgment will do the rest for you in picking the clothing you need for yourself and your boy.

MEN'S OVERCOATS

Men's very fine Black Cheviot Overcoats, in

Men's extra fine custom quality Black Cheviot Overcoats, 3/2 length, silk lined 19.95 throughout. \$28.00 value for....

MEN'S SUITS

Men's Fancy Tweed Suits, newest cut singlebreasted sack styles, full range of sizes from 34 to 44 chest. Really a \$10.00 6.95

Men's Fine Blue Serge Worsted Doublebreasted Suits, long French backs, regular \$18.50 value. Special on Thurs- 12.75

READY - TO - WEAR " 191 YONGE STREET



THEORY THAT ELLIOT WAS

him signaling to the train, or by another train, which immediately preceded it bound in the same direction. At ti aim signaling to the train, or by another train, which immediately preceded it. bound in the same direction.

The evidence of Dr. Sutton, who performed the autopsy, will not be heard disposition. It was also understood that Harry Gallagher, the man with whom Elliot left the section camp at Clarkson to go into Toronto, was to be brought from Hamilton to give testimony, which, it was expected, would materially assist in explaining how Elliot was killed.

In the Wilbur House at 2 o'clock this afternoon Coroner Sutton reopened the industry Grouped around the table beside the cronner were County Crown A:torney McFadden. Provincial Detective Rogers, Chief Constable Brody and Detective Day of the Grand Trunk.

Saw EHIot.

Hord Lectured.

At the conclusion of his evidence, walked along the tracks to the spot octoss a bridge in the dark. Spaces of the from eight to twelve inches are between in sible that the rules provided by the rail: way company to its employes made that the rules provided by the rail: way company to its employes made that the rules provided by the rail: way company to its employes made that the rules provided by the rail: way company to its employes made that it seems almost impossible that the walked over this bridge of the tracks. Investigation was to be made immediately.

Charles G. Robertson, the brakeman of the train which conveyed Elliot into afternoon coroner Sutton reopened the tracks. Investigation was to be made immediately way company to its employes made that in the case of anybody receiving injuries on made immediately.

Charles G. Robertson, the brakeman of the train which conveyed Elliot into a track in the conclusion of the fact that in the case of anybody receiving injuries on made immediately.

Charles G. Robertson, the brakeman of the train which conveyed Elliot into a track in the conclusion of the from eight to was also un

Saw Elliot.

The first witness called was L. G. Hord, station agent at Clarkson, the man who first saw Elliot lying, as he thought, dead, by the track. His testimony was that he passed Elliot exactly opposite the half-mile post between Port Credit and Clarkson on his railway tricycle. The man was lying on his back in the devil strip being cn his back in the devil strip be-tween the two tracks, with his head slightly inclined towards Port Credit, Que and nearer the castbound rail. Witness the man being struck by one of the

glance at the man's face, and came to the opinion that he had been killed by a train. Thinking that coroners desired to see a dead person in the actual spot and posture in which they died, he did not dismount, but contented himself with wiring to the assistant.

Robertson then told the jury of having passed four men on a handcar shortly before finding EMiot. The men appeared to be working the jigger as hard as they could. The spot where his train passed them would be half a mile east of Clarkson.

The frequency will so Remain.

he did not dismount, but contented himself with wiring to the assistant superintendent at London. As to the superintendent at London. As to the could say was between 11.30 and 12 o'clock. Just as he was lifting his machine off the rails at Clarkson, he saw a light a good way along the track in the direction he had just come, and thought it was a man carrying a lantern. He also saw a freight train coming out of Gooderham's siding about a half-mile west of Clarkson, which he was wearing had been pulled that the smock which he was wearing had been pulled the track in the direction he had just come, and thought it was a man carrying a lantern. He also saw a freight train coming out of Gooderham's siding about a half-mile west of Clarkson, which he was wearing had been pulled to the car he smelled the fumes of light and clarkson early coming out of Gooderham's siding about a half-mile west of Clarkson, conductor and another brakeman on train corroborated Robertson's and source of the man had been drinking heavily. The conductor and another brakeman on train corroborated Robertson's and source of the man had been drinking heavily. The conductor and another brakeman on train corroborated Robertson's and the condition of Port Credit. He did not wait after removthe reopening of the enquiry to-day ing his machine from the track, but

timate sectionman met his end.

At this stage of the investigation four theories present themselves, any one of which may prove the solution of the mystery. The first and most probable theory is that Elliott was done to death by some person or persons unknown. The second is that he fell from a westbound train. The other two are that he was killed by the way freight, the brakeman of which saw him signaling to the train, or by an-

Hit by Journal Box? Questioned as to the possibility

stated that heavier steel was being laid journal boxes of a car on the freight stated that heavier steel was being laid journal boxes of a car on the freight along this portion of the road, and that deceased lay between the old rails, which had been moved outward about a foot to make way for the new steel. Hord slackened down and took a glance at the man's face, and came to the opinion that he had been killed by the opinion that he opinion that he had been killed by the opinion that he opinion that he opinion that he opinion that he old rails, had raised himself much higher he might have got a blow from one of the pour point on the opinion that he opinion that he had been killed by the opinion that he had been k

train corroborated Robertson's evi-

nine witnesses were closely examined by County Crown Attorney W. H. McFadden, nothing of a tangible nature was adduced to show how the unfortunate sectionmen met his and

A peculiar thing is that if Elliot



City Will Urge Request on Private

CITY HALL TO-DAY,

Bills Committee To-Day - Check for Street Railway.

10 a.m.-City council waits on private bills committee of the legis-4.00 p.m.—Reception in council chamber to Sir Robert Cranston.

The application by the city to the private bills committee of the legislature to-day for further validation of the act under which the city is authorized to purchase tax sale lands will be important in its results, not only as affecting the rights of the city to possession of land aggregating in

Since the decision of Justice Mac-Mahon in favor of allowing John Rus-sell to recover land on Carlaw-avenue that had slipped from him thru default in the payment of taxes, there has been much uneasiness in the assessment commissioner's department, and to-day's application is with a view of strengthaning the strengthanin strengthening the city's position as far as possible. As matters stand at present, would-be purchasers of tax sale land are frightened away by the fear that, after having paid over hard-earned cash and erected houses or other contents. Complete the road this fall. He will put 2000 men at work this summer and arrangements have been made to bring out 1000 from England and Wales. 200 arriving at Campbellton the end of May. earned cash and erected houses or other buildings, the past owner of the property might loom up and dispute the title successfully, as Mr. Russell did. Under the circumstances, validation of the existing act is the only means of restoring the shaken confidence.

As to Justice MacMahon's decision, Controller Hocken says he will insist that the city fight the matter if neces-sary all the way to the privy council. To Foil Railway's Plans,

The street railway will not be allowed to instal curved intersections at the corner of Yonge and Richmondtreets, in violation of its agreement. The board of control yesterday decided on this preventive measure, on motion of Controller Hubbard, who said that the company was preparing to law down intersections of the kind and that the grade on Yonge-street, between Queen and Richmond-streets, was so steep that curves at the point would be dangerous.

The controller also declared that the

street railway was seeking to violate an explicit understanding with the city at the time the agreement for the loops was signed. The company, he said, was to use only straight rails at the crossings.

the crossings.

Controller Hocken pointed out that the curved rails ready for laying down at the northeast corner would allow cars to turn at that corner and low that corner, and say danger ahead of the Winchester-street and other cars being given the short circuit, to the great inconveniencing circuit, to the great inconvenience and danger of traffic at the point. The city engineer was instructed to refuse a permit to the company. It is not likely that the city will concede to the street railway's request to have a board of arbitration to enquire into the dames done by o enquire into the damage done by the city's water mains by electrolysis.

The city solicitor will, it is understood, report in favor of having the liability of the company first determined in the courts, after which arbitration night fix the amount of the damage

Expropriate Land for Subway. It is a dull day around the civic hall when expropriation of some property or another is not discussed.

The board of control yesterday decided to go ahead at once with this policy regarding a block of land belonging to the Elias Rogers Co., on the west side of Lansdowne-avenue.

The assessment commissioner recom mended the action, pointing out that the land was necessary in connection with the Lansdowne-ave. subway, and that he had been unable to come to terms with the owners. This land has a frontage of 593 feet by a depth of 62

The "squatters" on the western sand-bar of Hanlan's Point will continue

their existence as such.

This was the decision reached by the island committee yesterday, after fur-ther discussion of a problem that has been awaiting solution these many

The result is a drawn battle between The result is a drawn battle between the assessment commissioner and the cottagers. Mr. Forman wanted them to sign leases, giving the city the right to take over the property at any time on giving six months' notice, without compensation to the holders. The squatters desired to escape their presult under the compensation of the holders. The squatters desired to escape their presult under the compensation of the holders. The squatters desired to escape their presult under the compensation of the holders. The squatters desired to escape their presult under the compensation of the holders. The squatters desired to escape their presult under the compensation of the holders. The squatters desired to escape their presult under the contagency of t ters desired to escape their presnt un-easy tenure of the land on the yearly prmit basis, and to obtain leases, but ought against the clause referred to. Ald. McBride, in pressing his motion to have the bylaw setting aside the sand-

bar for park purposes repealed, came into violent collision with Controller Hocken, who accused the alderman of being lacking in common sense. Ald. McBride hotly retorted that he would not be lectured by the controller After the alderman's motion had been swamped, he submitted another that Mr. Forman's draft agreement be not

entertained, and this only Ald. Adams The board of control's recommendation that the sand pump should begin two months' work on the new aquatic course, before being used to fill in the

No Club House for Island, "If my own brother came and asked FLDER DEMPSTER 8 CO., for leave to build a house to hold dances in, I would hold up both hangs to oppose the application.

Thus candidly did Ald. Vaughan declare his unalterable hostility to the gentle art of dancing, on the application of the Young Men's Zion Club, for permission to erect a club house on twin-screw steamship Bermudian, 5500 tons, Or steamship Trinidad, 2600 tons. Messrs. Cohen, Lewis and Singer spoke April. n support of the club's request, but the

ed down, and the disappointed deputa-

GUARANTEES RAILROAD BONDS

International Line.

lars, but also as relating to scores of tional Railway between St. Leonards, private purchasers of city tax sale on the St. John River, and Campbell-

C. N. ACCEPTS TERMS.

in New Brunswick.

the same terms.

St. John, N.B., April 3.—(Special.)— Dr. March, port doctor here for many years, died suddenly to-night from paralysis.

PASSENGER TRAFFIC.

Mew Yerk—London Direct.

Minnetonka April 6, May 4, June 1
Minneapolis Apr. 13, May 11, June 8
Minnehaha Apr. 20, May 18, June 15
Mesaba April 27, May 25, June 22

DOMINION LINE. Portland to Liverp of Sport in Plans.

Dominion ... April 6 Southwark ... Apr. 20

Kensington ... Apr. 13 Canada ... Apr. 27

RED STAR LINE.

Oceanic

Passenger Agent for Ontario, Canada, 41 King-street East, Toronto. 246 Freight Office: 28 Wellington East.

RIP

April for NASSAU, CUBA and MEXICO. First-class accommodation only. Reasonable rates. Advisable book passage early.
Our illustrated booklet, "A TOUR TO THE new athletic grounds opposite the wharves at Centre Island, was approved.

SO YONGE STREET, TORONTO.

Frost unknown, malaria impossible. FROM NEW YORK 48 HOURS by new twin-screw steamship Bermudian, 5500

Hospital Grants Deferred.

the growth of the northwest section of the city may make necessary the instal-lation of another high-level pumping

New Brunswick to Help Build the

Montreal, April 3 .- (Special.)-Thos. value hundreds of thousands of dol- Malcolm, contractor for the Interna-

at four per cent. for fifty years on the whole road.

This will enable the contractor to complete the road this fall. He will put 2000 men at work this summer and

Canadian Northern to Build Road

Montreal, April 3.-(Special.)-It is understood Mackenzie & Mann will accept the terms offered by New Brunswick to build a railway down the St. John River, and it is further said that, if the Canadian Northern people do not see fit to build the road, there is another firm of contractors quite willing to undertake the work at

Rumor has it that the railway will start at Centreville, some 20 miles from Woodstock, run down to Fredericton and thence to Moncton and St. John, forming in due time part of Mackenzie & Mann's ocean-to-ocean

ST, JOHN PORT DOCTOR DEAD.

AMERIGAN LINE.

ATLANTIC TRANSPORT LINE.

New York Queenstewn Liverpool.
Teutonic Apr. 3, May 1
Baltic April 10, May 8, June 14
Majestic April 17, May 15
Cedric April 19, May 17, June 20
Occapite April 24

Bested-Queenst wa Livercool
Cymric ... April 25, May 23, June 1
Arabic May 9, June
Republic May 30, July

Canopic—April 10. 8.30 a.m.; May 18. Remanie April 27, 9.30 a.m. June 8. Full particulars on application to H. G. THORLEY.

Barbados and Demerara Direct

88. Parima, 27th April. For further particulars apply to ARTHUR AHERN, Secretary, Quebec Steamship Company, Quebec.
A. F. WEBSTER, corner King and Yonge

A special meeting of the city council will be held soon, to consider the requests of Grace, St. Michael's and Western hospitals, for an aggregate grant of \$200,000, and of the Home for Incurables, Girls' Home and Boys' Home, for another total of \$70,000. It is not expected that the grants will be made this year, however, as the city would either have to get a vote of the ratepayers or obtain special legislation.

Respecting the complaint of Major Collins, that civic employes were made to clean the streets on Good Friday, a statutory holiday, Dr. Sheard says that, with the exception of two inspectors and four foremen, the men were hired carters, who were glad to get the extra pay.

ton. N.B., a distance of 110 miles, received a wire to-day from Premier Pugsley stating that the house had adopted the bill guaranteeing the principal and interest of a bond issue

Plymouth—Cherheurs—Southameton Celtic, 20.904 tons . Apr. 6, noon; May 4 New York, April 18 May 11 June 8, St. Louis, . April 20 May 18, June 15 Philadelphia . April 27 May 25 June 22 Philadelphia - Queesstawn—Liverpos Westernland . Apl. 3 Noordland . Apl. 20 Haverford . Apr. 13 Friesland . . Apl. 27

LEYLAND LINE.

ROPICAL

will sail from Halifax on or about 15th of

BERMUDA

Fire Chief Thompson's opinion is that

Bohemian ... Apl. 10 Winifredian ... May 1 Devonian ... Apl. 17 Bohemian ... May 15

Mew Yerk Dover Antwerp.

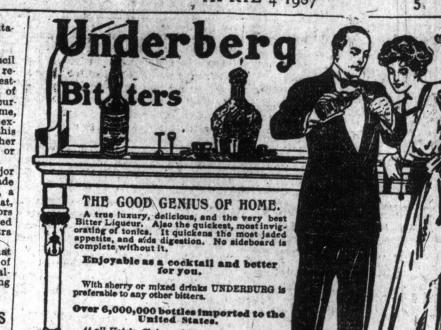
Kroonland ... Apr. 6, May 4, June 1
Vaderland ... April 13, May 11, June 8
Finland ... April 20, May 18, June 15
Zeeland ... April 27, May 25, June 22 WHITE STAR LINE.

Our ever-popular SS. "EOKOTO"

Manali, Japan, China, Philippine Islands, Stratte Settlements, India

in support of the club's request, but the assessment commissioner emphasized the adamantine nature of the regulations that provided that houses on the island should be for residential purposes

New York to West Indies SS. Trinidad, 27th April, for St. Thomas, St. Croix, St. Kitts, Antigua, Guadeloupe. Dominica, Martinique, St. Lucia and Barbados.



For Sale by G. J. Foy, Toronto; Jas. Turner & Co., Hamilton.

PASSENGER TRAFFIC.

SPECIAL EXCURSION Washington, D.C. TUESDAY, APRIL 16, 1907

LV. SUSPENSION BRIDGE NIAGARA FALLS..... 8.00 A.M. THROUGH TRAINS LV. BUFFALO..... 9.00 A.M. AR. WASHINGTON 8.85 P.M.

Pullman Parlor and P. R. R. Cafe Cars and Coaches on Day Train from Buffalo. Pullman S'esping Cars and Coaches on Night Train from Buffalo.

Pullman S'esping Cars and Coaches on Night Train from Buffalo.

RETURNING, tickets will be good to stop-off at BALTIMORE or PHILA
DELPHIA, affording an opportunity to visit ATLANTIC CITY. SEE THE CAPITAL OF THE NATION

For tickets and additional information apply to Ticket Agents, N.Y.C. & B.R.R.R., or B P. Fraser, Passenger Agent Buffalo District Pennsylvania Railroad, 307 Main Street, Ellicott Square, Buffale. J. R. WOOD, GEO. W. BOYD, Passenger Treffic Manager. General Passenger Agent.

NEW YORK AND RETURN WEST SHORE R.R. \$13.35 FROM TORONTO \$13.35 Thursday, April 11th

Tickets Good Returning Within

10 Days. APPLY TO TICKET AGENTS FOR FULL INFORMATION. Canadian Northern OntarioRailway....

Short Line Between TORONTO, MUSKOKA and PARRY SOUND WINTER SERVICE PARRY SOUND PASSENGER.
-Northbeind.orentoLeave 8.30

WASHAGO LOCAL. Washago Local.

Southbound.—

Washago Leave 6.25 a. m.
Toronto Arrive 10.00 a. m.

Toronto Leave 5.20 p. m.
Washago Arrive 9.00 p. m.
Information, Tickets, etc., City Tee et
Office, Corner King and Toronto-s reets.

Main 5179, and all agents.

Dominion Line ROYAL MAIL STEAMSHIPS

Salling every Saturday

Montreal to Liverpool in Summer Portland to Liverpool in Winter Popular Moderate Rats Service .S. "GANADA" First-Class, \$60.00 S.S. "DOMINION" First-Glass, \$55.00 To Europe in Comfort. \$42.50 and \$45.00 to L'verpool \$45.00 and \$47.50 to London 945.00 and \$47.50 to London
On Steamers carrying only one class
of cabin passengers (second class), to
whom is given the accommodation sittated in the best part of the steamer.
Third-class passengers booked to
principal points in Great Britain at
\$27.50; berthed in 2 and 4 Perth rooms.
For all information, apply to local
agent, or

agent, or H. G. THORLEY, Passenger Agent, 41 King-street East, Toronto. PACIFIC MAIL STEAMSHIP CO. Jecidental and Oriental Steamstill Co. and Toyo Kisan Kaisha Se.

and Amstralla. BAILINGS FROM SAN FRANCISCO HONGKONG MARU.. .. April 10 KOREA.... April 23
AMERICA MARU May 3 SIBERIA.. May 10 lars, apply R. M. MELVILLE, Canadian Passenger Agent. Toronto.

New Twin-Screw Steamers of 12,500 this NEW YORK-ROTTERDAM, via BOULOGN'S Sailings Wednesdays as persilling its; Ryndam. ...April 19 Statendam May t
PetidamApril 17 NoordamMay 8
NewAmster 'm. April 24 Ryndam May 15 New Twin-screw New Amsterdam Steamer IVGW AINSECTUCIN

17.250 registered tons, 30,421 tons displacement
ed R. M. MBLVILLE,

General Passes; or Agent, Toronto, Ja;

HOLLAND AMERICA LINE

CANADIAN PACIFIC MONTREAL TRAINS LEAVE TORONTO-

9.15 10.00 Week days, Fast day capress. Cafe car serving meals a a cart: Sharp connection for Ottawa at 5m th's Falls. The connection of the connection of the connection for Ottawa as 5 m th's Falls. Week days, Fast day SAFETY-SPEED-COMFORT

Ticket Office, corner King and Yonge Sts.

GRAND TRUNK SYSTEM --THE **NEW YORK TRAIN**

Daily 6.10 p.m. VIA GRAND TRUNK AND LEHIGH VALLEY. Through coaches and cafe parlor car

Leaves Toronto

For tickets and information call at City Ticket Office, Northwest Corner King and Yonge Streets. Phone Main

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Hamburg-American. Twin-Screw Passenger Service. PLYMOUTH-CHERBOURG - HAMBURG. ICrill Room. 2Gymnasium. xH imburg direct.

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