

## WHAT CAUSED THE WRECK?

Too Much Speed Said Some of the Witnesses.

Engineer Said He Was Not Running Too Fast at Horseshoe.

Wrong Body in Coffin—Condition of Injured at Hospital.

Toronto, Sept. 6.—Excessive speed was advanced as the reason for the horseshoe curve wreck by two witnesses at the resumed inquest held by Coroner A. J. Jones Johnston at the City Hall last night, touching the death of Richard Bell of Shrigley, one of the victims. Mr. John Fairbairn, the company's divisional engineer, stated that this was the only cause he could suggest. Possibly stronger evidence was given by Simon Mossop, a foreman carpenter employed by the company, who was repairing a culvert 500 feet from the scene of the wreck when it occurred. The speed of the train so impressed him that he called to his gang to jump the fence in order to be out of danger before the train reached the curve. Against these statements was that of the engineer, who said that he was only running at fifteen to twenty miles an hour. He could give no reason for the engine leaving the track. An official stenographer was present on behalf of the Government. It was significant that before Engineer Geo. Hodge gave evidence his counsel, Mr. T. C. Robinson, C. C., the protection of the court against any incriminating statement which he might be compelled to make, and which appeared on the stenographer's notes, using used as evidence in criminal or other proceedings.

**Made Dead Man's Will.**  
Geo. Abraham Walker, barrister, from the C. P. R. solicitor's office, was the first witness put on the stand, and testified that he was the deceased when he was being brought to Toronto from the scene of the accident, and made his will.

W. H. Allison, train dispatcher for the C. P. R. at Toronto, explained that the special train which started from Horseshoe was composed of engine 500 and four coaches. According to Mr. MacTavish, witness said that the delay in starting was due to the engine having to be sent to Owen Sound to be turned. It was not until 11:30 a. m. that the train started, and it was not until 1:30 p. m. that it reached the Horseshoe curve. The train was running at 15 to 20 miles an hour at the time of the accident, and did not consider fast running.

The Crown Attorney—I see a regular train makes an hour and twenty-seven minutes to run 37 miles.

Replying to the Coroner, Mr. MacTavish said that the train was running at 15 to 20 miles an hour at the time of the accident, and did not consider fast running.

Witness stated that fresh orders were issued at Orangeville for the train to run an hour behind train schedule. It was a usual thing when a regular train was late to issue orders for it to run an hour behind the scheduled time. The train between Markham and Orangeville had made up thirteen minutes. The time between Markham and Orangeville being 10.15, the regular train, was 11.15 and twelve minutes; the special took eight minutes more.

Answering Mr. MacTavish, witness said the special was five minutes late under the fresh orders leaving Orangeville. As a matter of fact, the special was scheduled to run seven minutes late.

**Saw Danger and Jumped.**  
Simon Mossop, foreman carpenter, Orangeville, said he was engaged repairing a culvert, and stated: "As I thought she was going at a rather high speed I told my men to jump the fence. They did so. I saw the train give a jump and then leave the track. We then went towards the wreck. Before I saw the driver fall out of his car and get up again. After giving some assistance he came back and said he was stuck by a section foreman, who said Conductor Grimes had gone to do it. Witness was about 200 feet south of the point where the engine left the track when he first saw the train.

"Why the Coroner—Why did you get over the fence? Because she was jumping at an unusual speed, and I shouted 'Go'; jump the fence, that train can jump round the curve."

By the Coroner—Could you tell whether she was being braked? "No, I could not say."

"You couldn't tell whether she was braked or running free?" "No."

Twenty-five miles an hour, witness said, he had worked on that section, and knew the curve well. Frequently had he seen trains come down, and that was the first time he had thought it necessary to jump the fence, but he could give no estimate as to speed. He didn't know the grade.

MacTavish—Twenty-two feet to the mile.

Thirty-five Miles an Hour.  
The Crown Attorney—There is a slow board there? Witness—Yes, near the head of the hill.

"Was the train making any unusual noise?" "No."

the track after the wreck he found a number of ties broken, some in the middle and some on the outside of the curve. The ties were not broken at the point where the engine left the track. These facts signified that the engine had been flung outward by the centrifugal action. The standard gauge on a level track was four feet eight and a half inches, and the extra half inch was given on account of the curve. Nothing more could have been done to make the track stronger than it was, and no portion in his division, the Ontario division, was in better condition. There was everything to prove that there was no failure on the part of the track or running gear.

By the Coroner—What would be your opinion as to the cause of the wreck? "I should be of opinion it was excessive speed. I arrive at that by a process of elimination. The track was not responsible, and the running gear was not either."

**The Driver's Story.**  
The engineer, George Hodge, Toronto Junction, a good-looking, young man of between twenty-three and twenty-four years of age, was then called, and Mr. Robinson objected to his giving evidence, of which shorthand notes would be taken, in case of subsequent proceedings, particularly criminal, might be used against him.

The coroner ruled that all questions must be answered, but any incriminating statement to which witness or his representative took objection could not be used against him in subsequent proceedings.

Hodge then proceeded to tell his story. He said he left Markdale at 7.45, and had been running at 15 to 20 miles an hour there at 8.55, without any undue delays. Three cars were added there, and Orangeville left between 9.05 and 9.06. Caledon was reached at 9.20, and then he received the orders to run an hour behind his original schedule. He left Caledon at 9.21 and used steam up to 150 yards from the scene of the wreck. There steam was shut off, and, running the first curve, the brake was applied, a seven-pound reduction in the air-brake being made, equivalent to seven pound pressure per square inch on the rails. That was a quarter of a mile from the scene of the accident. The brake pressure was used as sufficient in his judgment, to ensure the safety of the train. He was about to release his brake, when, he stated, "I felt the engine give a sudden lurch. My hand was on the brake valve. The jerk threw me to the other side of the cab, and naturally released the brake. I threw the brake over to the emergency point, and the next thing I knew the engine left the track. I was thrown out. My first thought was to clear myself of the wreck. When I found I was clear I looked at my watch. It was then 9.32."

**His Second Run.**  
Replying to Mr. Robinson, Hodge said that he started running a freight engine on January last, and previously had worked as fireman since December, 1902, on freight and passenger trains. He had not run a passenger train this year. The run on Tuesday was the first as engineer over that line, although he had frequently been over it as fireman. He left Toronto on Monday night, and got to Markdale at 2.15 a. m. on Tuesday, and took the engine to Owen Sound and back, and then he worked on the line on Monday. Judging by his experience, the train was travelling at fifteen or twenty miles an hour at the time of the accident, and he had control of the train. The train left Caledon one minute late, and was not attempting to make up any time, but was running on orders.

Answering Crown Attorney MacTavish, Hodge said that he took a train up from Toronto on Monday night. He had a good rest on Monday. After leaving Markdale he was running faster than he ought, but that was under special conditions. He had run a considerable number of freight trains over the section.

"Are there any special orders as to the horseshoe?" asked the Crown Attorney. "Only the 'slow board,' which means engineers are to run at a safe speed," replied the witness.

**Put Wrong Body in Casket.**  
The body of Robert Carr was expected to arrive at Shelburne at 11.30 Wednesday morning, but did not reach its destination till about 6 o'clock at night. The cause of this delay was traced to a peculiar mistake. The body of James Buller, Priceville, had been placed in the casket intended for the remains of Mr. Carr, and the mistake was not discovered until the members of the Carr family failed to recognize the remains as those of their brother. It was not until Monday morning that Carr had reached Shelburne, that the mistake was made known to the railway authorities, and no time was lost in returning the body to Shelburne. In the meantime the coffin bearing the body of James Buller was returned to Shelburne station and from there forwarded on to Priceville.

**Was a Level-Headed Conductor.**  
Superintendent Smith of the C. P. R. stated yesterday morning on his return from the scene of the accident: "I was in the train at the time of the accident, and the folks passing over the spot even now don't seem uneasy. Some laugh about it."

"I know the train men who were in the wreck. You would go a long way to find a more level-headed set of men. As for the engineer never having passed over the road before, that's untrue. He has been over it hundreds of times. We considered him a competent man, too."

"Most of the passengers should thank Conductor Grimes for his presence of mind in getting up and shouting to the people to keep their seats. He did it at the risk of his life, and thereby saved a panic, you can guarantee."

**Twenty-two Cases in Hospital.**  
The Western Hospital last night still had under its care twenty-two of the victims of the wreck. None left the wards yesterday, although some are "doing well." As the most of the injured, besides sustaining cuts, fractures and bruises, have undergone severe nerve strain, the doctors and nurses declare it to be imperatively necessary that the patients have rest. For the reason visitors are practically denied access to the wards.

Mrs. James Ronson, of Tilsonburg, still lies in a precarious condition. The paralysis of her lower limbs remains and sustains the doctors' opinion that the spinal column has been broken. They admit, however, that often in such cases life has been prolonged indefinitely, but in view of the age of Mrs. Ronson, the probability of her recovery is thought to be remote.

**CASTORIA.**  
The Kind You Have Always Bought  
Bears the Signature of *Dr. J. C. Patterson*

George Atkinson, market gardener of Lambton Mills, was killed on Thursday by being jammed between a gate post and a projecting board on his wagon.

## KNOW BRIDGE WAS DANGEROUS.

EVIDENCE SHOWS THAT DEFECTS WERE NOT REPORTED.

One Inspector Says That If He Had Had the Authority He Would Have Stopped Work on the Bridge Until Defects Had Been Remedied.

Quebec, Sept. 5.—The Coroner's inquest as to the cause of the collapse of the Quebec bridge has been adjourned pending the investigation by Government experts which is now in progress, and the result of which will be given at the hearing before the Government commission, beginning Monday next. Before adjournment to-day, however, evidence was presented amply proving that grave faults had developed in one of the main chords, and that there was a danger of the whole of the main pier. It remains, therefore, but to determine whether the defects admitted were sufficient to bring collapse when any special strain was put upon the outer end of the cantilever span.

On Wednesday it will be remembered Alexandre Oulmet, a painter, testified that since May last he had known of a crack three-quarters of an inch wide, and twenty inches long in the shoe of the main pier. He was called on to continue his evidence, and swore that the plate in question was six feet long and three inches wide, and that the crack, the crack was the full depth of the plate and twenty inches in length. There were bolts and rivets in the plate.

"I did not inform the inspectors or engineers of the bridge of it," said Oulmet. In response to Mr. Stewart, advocate, he said he worked for three or four days about the pier and last noticed it in July. "I showed the defect to a man named LaFrance who was working with me."

Alfred Edmond and Zephirine LaFrance, to whom he had shown the defect, were both victims of the accident.

**Believed Inspectors Knew It.**  
Raoul LaFrance was next called. He said he worked as a painter and did not hear Oulmet's evidence. He also saw the crack, etc., and corroborated the evidence of the previous witness. He told his cousin about it fifteen days before the accident. I did not report the matter, as I believed that the inspectors knew of it."

Asked by Mr. Delage, foreman of the jury, if he considered it dangerous, he said he could not say. In response to Mr. Davidson, he said the crack went right through the plate.

**Not the Real Danger.**  
Mr. McLure, C. E., was recalled, and asked if he had noticed the crack referred to. He said that he had not, although that he had inspected the plate on different occasions. In reply to the Coroner he said the crack in question or any piece would naturally weaken the structure, but he did not consider it dangerous.

Mr. Tachereau—Would the crack in the plate cause the wreck of the bridge? "Not at all. I have a record that the plate was bent, but it was not a fault, being crimped when it left the shops, some of the rivet holes were cut out later, and an enforcement plate used."

In response to Mr. Tachereau he replied that it was possible for an inexperienced eye to take the crimp in the plate for a crack. It was intended, for a wind bracer.

In reply to Mr. Davidson, he said that it required to be of sufficient strength to hold the wind. To the best of his knowledge there was no crack there, and if it had existed he should have seen it; had the crack been there it would have been a serious defect in the same. He would not have considered the crack of sufficient importance to have reported it to the chief engineer.

**An Inspector's Evidence.**  
Mr. Kinloch, inspector for the Quebec Bridge Company, testified that he had made his last inspection fifteen minutes before the bridge went down. He found everything all right. The plate in question was crimped, but not cracked. He was entering the Phoenix Company's office door as the collapse came. The bridge was apparently going straight down.

"After it went a certain distance," he said, "I turned my back; I could not look at it any longer. It fell from panel 9 out." He said that he would not have been on the bridge had he considered it dangerous.

In answer to a question he said he had twice gone to the plate said to be cracked and he found it all right. He had seen No. 9 chord since the accident, and it was bent almost in the shape of an "S." The pressure must have been at both ends to cause that state. It was bent in the same direction as it was before the accident. He knew of the deflection, having discovered it at 9 o'clock Tuesday morning, August 27. He reported it to Messrs. McLure, Yenser and Birks, the two latter now dead.

**Should Have Been Reported.**  
Mr. Yenser and he considered it a serious matter. He knew that it should have been reported to headquarters at once. He had inspected that main chord probably a thousand times, and the day mentioned was the first time he discovered the trouble. He was employed as an inspector when it was placed in position, and it was all right then. It was in the same condition as the others when placed in the bridge, except for a repair, and, necessitated, he heard, as a result of its having fallen while being unloaded. He did not stop all work because he did not have authority to do so, and it was generally supposed that no more metal would be put on prior to receipt of engineering advice. The extra material placed on the bridge did not compare with what was removed.

"You mean the traveller?" "Yes."

"You expressed the opinion that the traveller should not have been moved out. Are you of the same opinion yet?" "Yes."

Continuing, the witness said: "The bridge broke at chord 9."

**Not Immediately Dangerous.**  
Later Mr. Kinloch, recalled, said he did not consider the matter of immediate danger, and did not suggest that the work be stopped. In answer to a juror he said he would have stopped the work on the bridge when he found the defect to chord No. 9 had he the authority. In response to another question, he said more steel was placed in position on the bridge the day it collapsed.

Mr. A. H. Hoyle, engineer, recalled, said he had never been advised of the plate which had caused the discussion as having been broken. He said that if the defect existed it would not have been serious, nor have affected the solidity of the bridge. In answer to a

juror he said that chord No. 9 had been reported to him as having the end damaged and subsequently repaired, and the report conveyed to him in the impression that it was perfectly safe.

## LIKE REAL WAR.

BRITISH SOLDIERS GET A TASTE OF ACTUAL CAMPAIGNING.

Officers and Men in the Blue and Red Armies on Salisbury Plain Drrenched by Rain—Transport Service Broke Down—Men Hungry for Nearly Two Days.

Salisbury, Sept. 5.—As a result of the unfavorable weather, coupled with a fair degree of ill-luck, the soldiers of the two armies, the Red and the Blue, which have been engaged in sham warfare on Salisbury Plain since last Monday, have undergone some of the severest trials of actual warfare. The continuous rain has drenched officers and men alike. Few of the Red army is interesting. This regiment took an isolated position on the extreme right of the defending line, and owing to the failure of the transport to reach them the men were without food for nearly two days. They had their last meal ten miles in the rear at 5 o'clock on Monday morning, and it was Tuesday afternoon before rations could be issued to them.

The case of the 1st Royal Scots, attached to the 10th Infantry Brigade, of the Red army, is interesting. This regiment took an isolated position on the extreme right of the defending line, and owing to the failure of the transport to reach them the men were without food for nearly two days. They had their last meal ten miles in the rear at 5 o'clock on Monday morning, and it was Tuesday afternoon before rations could be issued to them.

In the night some of the outlying pickets invaded a nearby village, aroused the inhabitants and demanded food, but they were at once chased out by a patrol of the Blue army. In another village about two thousand soldiers raided a school and handed out beer in buckets, basins and jam jars. Pickets in this village were pulled down and gates were unhinged, and with the wood the troops built fires in the streets. The villagers did not sleep the entire night.

Most strenuous efforts are being made this evening to get the transport moving, and it is believed that in the future the men will not be subjected to any preventable inconvenience.

The field operations last night and today were rather tame and disappointing.

## HINDUS BEATEN.

DRIVEN FROM U. S. TERRITORY THEY MAKE FOR CANADA.

Police Were Powerless to Stem the Mob's Progress—Racial Feeling is Running High on the Coast—More Japanese Soon to Arrive in British Columbia.

Vancouver, Sept. 5.—Six Hindus, badly beaten and maltreated by a mob, are in the hospital at Bellingham, Washington; 400 are finding sanctuary in the jail and public buildings, and 160 beaten, hungry and half naked, are on their way to British Columbia. These are the results of a savage outbreak of local sentiment in the United States town last evening.

The trouble started in the Pelly street district, which is filled with Hindustani lodging houses. These houses were cleaned out, and the occupants driven out of the town. From there the mob swept down to the waterfront and the lumber mill. After the lumber mill was visited the white employees swelled the mob, and every black man was hustled outside. Here the police suggested that the unfortunate should be taken to jail. The proposal was hailed with delight, and the Hindus were hustled away. The mob kept up its work till early morning, when it was replaced by a Watcom Lake was visited and hundreds of Hindus brought in from there. The police were helpless, authority was paralyzed, and for five hours a mob of white men raided the mills where the blacks were working and battered down the doors of the lodging houses where they sought shelter and dragged them from their beds.

Mayor Black has organized fifty armed deputies for the protection of the Hindus, and those of them who return to work will do so armed. The explanation given of the affair is that every day the whites in this town are being replaced by blacks. It is said that the Hindus have become insolent, pushing women into the gutter and insulting them on the street cars.

"Drive out the Hindus!" was the cry to which the mob marched last night.

**More Japanese Coming.**  
Victoria, Sept. 5.—Within the past twenty-four hours 396 Japanese have landed at this port. The Holt liner Tencor brought 156 Tuesday night, and last evening the Japanese steamer Osa Maru put in with 238 more. Among the former lot were two stowaways, one of whom has been deported. Up to the present the other has eluded capture. The arrivals are all of the coolie class.

The captain of the Tencor reports that when the news of the successful voyages of the Indiana and Kumeric to this port with cargoes of Japanese from Honolulu reached, Nippon, an immigration agency named Deshler & Govey, of Kobe, chartered the steamer Woolwich, and she is now at Yokohama loading a cargo of coolies for this port and Vancouver. The vessel is fitted like a troopship, and the fare charged to each Jap is \$32.50. She is expected to carry about 800.

**ESCORTS TO ORDER.**  
No Woman in Chicago Need be Unattended.

Chicago, Sept. 5.—Let no maiden, no spinster, no matron, no anybody wander about Chicago streets alone, forlorn and lost. The time has arrived when you can hire a dress suit, a frock coat, a business suit or any other style of male attire, with a man of any description in it, for \$1 an hour.

F. F. Elmer, formerly of San Francisco, has opened an "escort bureau" at 167 Dearborn street, suite 607.

You need not be afraid. Your escort can dine with you in as correct a manner as any gentleman you ever met. But—you must thereafter "properly" see the cashier yourself. The escort pays for nothing.

You may confide in him. When you turn him into the "escort bureau" he forgets you.

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SATURDAY, SEPT. 7TH, 1907

SHEA'S

Visit Our Post Card Dept. Large Variety, Popular Prices

## New Fall Arrivals in Every Dept.

Each day brings us large shipments from foreign and New York markets. Stylish Autumn Dress Goods in the most wanted weaves and leading colors. Fall Skirts in the newest styles. Fine Table Linens and Towelings. New Flannelettes, Kimona Cloths and Flannels; a large range of Wool Blankets; natty Tweeds and first quality Cravenettes. In fact, every department is replete with seasonable new goods as well as a large variety of stylish novelties. Our store is noted—and justly so—for good quality at popular prices, and the goods we are now opening up will sustain this reputation.

### New Black Dress Goods

In our Black Dress Goods Department we have the largest assortment of goods of the kind in the city. Not a weave or design of merit but can be found here—Chiffon Broadcloths, Estamines, Panamas, the new Empress Cloths, Kamuras and French Poplins, and an endless variety of suitings in all weights.

### In Our Colored Dress Goods Dept.

NEW ESTAMINE SERGES, in brown, navy and black, unshrinkable; a serge that will not spot, splendid for tailors made suits and separate skirts. ... \$50, 75 and 85c

TARTAN PLAIDS, in silk and wool, all the principal colors, vogue for fall skirts, very pretty and seasonable, per yard ... \$35, 50, 75c and \$1.00

PANAMAS in all the new colorings, warm browns, beautiful bright blues, rich greens, and handsome reds, nothing more popular than this serviceable cloth. Prices ... \$50, 55, 75 and 95c per yard

LUCRETIANNE SERGE, guaranteed not to spot, shrink or crack, one of the very best serges to stand hard wear; navy and black ... 85c

### Men's Tweeds and Worsted Serges

GOOD, STRONG TWEEDS AND WORSTED SERGES for men's and boys' wear, worth 50c, for ... 25c

WORSTEDS, in many different colorings, first quality, worth \$1.25, for ... 95c

TWEEDS, worth \$2.00, for ... \$1.35

### Ladies' Mantle Cloth

A good variety of handsome new Mantle Cloths, in all the leading shades ... 75c to \$2.25 per yard

### Quilts at Close Prices

White and Colored Spreads, honeycomb and Marseilles, double bed size, worth \$1.25 and \$1.35, Saturday ... \$1.00

### Men's Underwear

Penman's Unshrinkable Underwear, well made and comfortable for the wearer, sizes 34 to 40, regularly set for \$1.35, our price \$1.10, sizes 42, 44 and 46, regularly \$1.50, our price ... \$1.25

### Men's Wool Half Hose

Heavy Grey Ribbed Hose, good for working stockings, worth 18c, Saturday 2 pairs for ... 25c

### Ladies' Fall Mantles

Ladies' new Fall and Winter Mantles opened up to-day, and on sale. All sizes and newest styles

Ladies' New Fall Short Jackets, box back and fitted fitting of tweed and covert, in light and medium shades, stylishly strapped and plaited, perfect fitting models, on sale Saturday at unusual prices.

\$7.50 and \$8.00 Mantles for \$5.95 \$12.50 Mantles for \$7.50

### SUICIDE'S LETTERS.

IN DYING GIANNETTI SAID HE WAS NOT GUILTY.

But the Chief Clerk Tells a Coroner's Jury that the Proprietor of the Banco Giannetti Had Issued False Statements.

Toronto, Sept. 6.—Last night in the City Hall the inquest on the death of the late Archibald Giannetti was resumed, under Coroner Clark.

No light was thrown upon the whereabouts of the two missing diamonds which Giannetti stated Giannetti wore when he last saw him a few hours before his death.

Rev. G. Merino, pastor of the Italian church, was sworn to as interpreter, and read several letters written by Giannetti on the day of his death. One addressed to his brother, Mario, in the care of an address Sherbrooke street, Montreal, said: "My dear Mario, my family have been ruined here. You know that all my operations have been honest. The name of Giannetti has always been honest, and no spot can blemish it. Return to Italy and be happy. I shall see you in the other world."

To his mother in Italy he wrote: "Dear Mother, I am sick and cannot continue in the business. I die to-night. Be contented. I was born to suffer. I shall see you in Paradise. Better to die than be agitated and persecuted all one's life."

Belo Coronea, Giannetti's late head clerk, said he had first worked for Giannetti at the Port William branch, but in March last Giannetti and he came to Toronto, and ten days later they opened the branch here on Front street. They received deposits and remittances, and sold steamship tickets. The deposits received each day were placed in an account in the Merchants' Bank.

Upon the inquiry being resumed, Coronea said he had known Giannetti in Italy, and the statement that the Banco Giannetti was a branch of a wealthy Italian bank, which was contained in its prospectus, was false, as was also the statement that the officials of the bank were all men who had had important positions in banks of Italy and America. The inquest was adjourned until Wednesday night.

### New Veilings

Dainty Chiffon Veilings, with fancy and plain borders, pretty shades, of brown, blue, white and black. Two good lines on sale Saturday at 25 and 50c per yard.

READY-TO-WEAR VEILS, with velvet, silk and fancy edgings, 1½ yards long, green, brown, blue and black, each 75c and ... \$1. HANDSOME NEW BAGS—Medium size, well made leather bags, some with small purse inside, black, brown, tan, Saturday's price ... 50c 60c BELTS FOR 25c. In this lot are many good leather Belts, fancy linen Belts with pearl buckles, and the popular new Roman striped silk Belts, Saturday's price ... 25c

### Umbrella Specials

Ladies' Silk and Wool Umbrellas with taped edges and very fancy mounts, worth \$1.50, Saturday \$1.25

### Children's School Umbrellas

Good strong Umbrellas that will stand the hard wear, just the thing for children going to school, steel rods, good black, ... \$1.25

### Saturday Hose Specials

LADIES' BLACK CASHMERE HOSE, double soles, high spliced heels, 1-1 rib, regular 40c, Saturday ... 25c LADIES' LISLE THREAD HOSE, plain and 1-1 rib, fast black, high spliced heel and double soles, regularly sold at 37½c, Saturday ... 25c

### Heavy Cashmere Hose

About 8 dozen in this lot, double soles, fast black, all sizes, while they last, 3 pairs for ... \$1.00

### Corsets

Sample Corsets, many different styles, suitable for stout, medium and small figures, some with garters attached, all made of strong coutil. Corsets worth \$1.25, \$1.50 and \$2.00, Saturday ... 99c

### Children's Dresses

Gingham Dresses, prettily made and nicely trimmed, with embroidery, regular 75c and \$1.00, will clear the lot on Saturday at each ... 49c

### DRESS TRIMMINGS SPECIALS

Persian Trimmings and Fancy Braids

A nice lot of dainty patterns, all widths and colors, regular 15c and 20c per yard, Saturday ... 10c

### An All-Over Lace Special

Heavy Cream Oriental Lace, in pretty patterns, good width, Saturday per yard ... 55c

### Roman Belting