



Germans are a nation of beer-drinkers. Germany is famous for its great thinkers—great scientists—great writers—great poets—great dramatists—great musicians—great composers—great artists—great soldiers—and great statesmen.

BUT—Germans drink in moderation, and are good judges of Lager beer.

In Canada, their favorite drink is KUNTZ "REGAL" LAGER—and they invariably insist upon having this brand on account of its health-giving qualities.

Brewed and bottled by The Hamilton Brewing Association Limited, Hamilton, Ont.

POOR SERVICE TO OTTAWA ROUTE SHOULD BE SHORTER

Interesting Discussion in Parliament on Subventions to Railways.

Ottawa, June 26.—(Special).—In the house to-day during the discussion on the subventions to railways, W. F. Maclean (South York) called attention to the insufficient accommodations between Ottawa and Toronto. Mr. Maclean thought it most important to shorten the route between Ottawa and Toronto. The two great trunk lines furnished poor service to Ottawa. The ministers from Ontario seemed indifferent in this matter. In this they differed from the ministers from the Maritime Provinces and from the Northwest.

"Why does not the Grand Trunk enter Ottawa?" he asked. "Our passenger and mail service was poor, and our grain service was no better than it was twenty years ago. These trunk lines were taking the earnings of Ontario to build up and improve their trains in the Northwest."

When the house went into committee at the morning session respecting the subsidies to be voted the railway companies, amounting to more than \$2,000,000, Mr. Wilson (Lennox and Addington) called attention to the statute which treated these subsidies as loans and required the companies to carry persons, stores, mails, etc., for the government, on account. Were any accounts kept and how much did government get from the companies?" he asked.

Mr. Emmerson was delightfully vague. It was impossible to carry all these accounts in his head. Can the postmaster-general tell us if any company has ever carried a single letter in repayment of these advances?"

Mr. Fielding came to the rescue. The statute had been passed but a few years ago. Possibly nothing had ever been done under the statute. Can the postmaster-general tell us in regard to the proposed subsidy for a road from Sharbot Lake to Carleton-place via Lanark Village.

Mr. Fagart (North Lanark) favored a road for North Lanark, but he preferred that the C.P.R. should build it.

During the discussion in the afternoon on the proposed subsidy for a line of railway from Kingston to Ottawa, Mr. Maclean (South York) again called attention to the insufficient accommodations between Ottawa and Toronto. They had improved but little in twenty years. It was desirable to have a line connecting with the G.T.R. in the neighborhood of Napanee, at any rate at Kingston or Belleville or some place between. A line could be easily constructed between Ottawa and Toronto that would not exceed 220 miles. This would permit a five hours' service between Toronto and the capital.

WILL MAKE NEW TERMS.

Hydro-Electric Commission Deals With an Application.

The application of the International Railway Company to be allowed to develop additional power at their plant on the Canadian side of Niagara Falls and transmit it to the American side to operate its railways there, was gone into yesterday at the first meeting of the new hydro-electric power commission. The application has been transmitted to the Niagara Park commission to the power commission for decision.

REPRESENTATIVES DECIDE ON PERMANENT COURSE

Largely Attended Meeting Unanimously in Favor of Hanlan's Island Lagoon for Course.

At a very largely attended meeting of city officials and representatives of the different aquatic organizations, held at Hanlan's Hotel last night, it was decided almost unanimously to adopt the Hanlan's island lagoon as the permanent regatta course, which can be ideally fitted up at a cost not to exceed \$80,000, and a committee was appointed to lay the proposition before the city council and the city engineer Thursday, July 6, for approval.

The only dissenting voice came from J. G. Merrick, who preferred the Centre island course, which suggestion elicited a chorus of disapproval. It is claimed that at Hanlan's a course of one mile and a quarter can be made, at the figure above named, including dredging by the new sand pump, and replacing the old bridge at Turner's baths by a new one.

Those present were: City council—Aldermen Chisholm (chairman), Church (secretary), Dunn and Hay; Argonaut Rowing Club—T. P. Galt, A. McKay, Major Neron; Assistant City Engineer—F. J. Leary; Toronto Canoe Club—W. H. McNab; I.A.A.—A. R. Denison; Parkdale and Balm Beach clubs were also represented. Dominion Day regatta committee, C. J. Leary; motor and gasoline clubs—Dr. Meyer, F. Baillie, Misses Lalishley and Ed. Taylor.

Letters were received from the mayor and fifteen aldermen, John Ross Robertson, and Ed. Mack, president of the Royal Canadian Henley committee, all approving strongly of the Hanlan's course.

Waterloo Golfers Elect Officers. Galt, June 26.—(Special).—The Waterloo County Country Club met this afternoon and elected the following directors: President, George Forbes, Hespeler; vice-president, W. H. Brethaupt, Berlin; second vice-president, F. T. Seagrave, Waterloo; secretary-treasurer, C. R. Hannan, Preston; committee, M. N. Todd, C. H. R. Warnock and R. O. McCulloch of Galt.

The members yesterday afternoon went over the grounds and noted with considerable satisfaction the improvement in which the property generally has been improved. It was decided to secure plans for a club house, which will be erected at once. The location of the club house has not been definitely decided upon, but it will be somewhere along the river front.

INTERCHANGE OF 'PHONE

Continued From Page 1.

continued to control this parliament might find a tribunal able to answer its pretensions in the legislature of Ontario.

Mr. Gailher (Kootenay) protested that the legislation desired by Messrs. Maclean and Campbell would bankrupt the Bell Company.

Dr. Barr (Huffington) wanted to know what would become of this country if we had but the one company.

Mr. Gailher: "It would be a godsend."

Dr. Barr's opinion was entirely different. The government was taking a step forward by this amendment. Why not be brave and consistent and give entire relief to the whole country who were anxiously awaiting the result of this discussion.

Treated as Loans. Mr. Schell (Oxford) said that he had no grievance against the Bell Company, neither was the country at all in its debt. He wished full redress to the telephone companies. He was inclined to endorse the warning given by the member from Centre York (Mr. Campbell). He regretted that section 25, as originally drafted by Mr. Emmerson.

Mr. Bergeron (Beausabre) opposed the amendment, but on the ground that it was too severe on the Bell Company. That corporation was not a malefactor. They were only too glad some years ago to give anything to the Bell Company.

Mr. Bourassa (Lafayette) was opposed to give monopoly of the telephone business. Before long the government would have to take over the telephone and telephone companies. He hoped for a union of the telephone business; that would facilitate the inevitable nationalization of the telephone. He stated some specific cases of tyranny on the part of the Bell Company. For twenty years it denied facilities to the country north of the Ottawa river. He quoted Mr. Bergeron's statement, that a private monopoly was desirable.

Mr. Maclean's Amendment. Mr. Maclean moved to amend the amendment by eliminating the words "long distance." With this change the original section 25 is restored, thus providing for full interchange of business local and long distance alike.

Mr. Monk (Jacques Cartier) defended the Bell Company and protested against confiscation.

Mr. Conmee (Rainy River) was astonished at the vacillation of the government. He referred to the abuse of the people of Fort William and Port Arthur by the Bell Company. It had resorted to every means to crush out competition and impose its will and its high charges on the people. Mr. Conmee made a strong speech, and when interrupted by Mr. Bourassa, replied with considerable vigor. He moved a postponement and in reply to cries of "Question" he held his ground stoutly and finished his speech.

Mr. Zimmerman (West Hamilton) said a few words in support of the government.

North York Campaign. Dr. Sprue was unkind enough to recall Mr. Aylesworth's North York campaign. It was claimed for him, that although the attorney of the Bell Company he would prove to be the farmer's friend.

Mr. Aylesworth said that he lived on a farm for half of his life.

Dr. Sprue: That will not satisfy the farmers of Stouffville.

Mr. Maclean's amendment was defeated. Messrs. Monk, Pringle, Paquet, Bergeron and Taylor (Conservatives) voting with the government.

Mr. Emmerson's amendment carried. Mr. Alcorn (Prince Edward) pronounced

Buy Your Automobile THIS Way—

Make up your mind about what you want an automobile to do—whether you want just speed or speed and room, or room rather than great speed. Get that point settled in a general way in your own mind.

Then decide about how much you can really afford to spend for an auto. Probably it won't cost you as much as you would pay.

When you are fairly clear on those two things, either come into one of our places or write to the nearest one. Tell us what you have been figuring on—and let us show you how near we can come to providing more for the money than you think now you can get.

If we sell you a car—no matter whether it costs you \$750 or ten times that—we promise you we will forehand you can rely absolutely upon getting the best value for your money that you could get anywhere.

We can promise you that—and live up to the very letter of the promise—simply because we won't sell you an automobile until we are thoroughly certain it is

the car best suited to your requirements. This concern's idea of doing business is based a great deal less on getting the customer's money than on selling him the car that will satisfy him—and keep him satisfied.

You can't choose from any car on the market if you deal with us—there are only twelve makes on our list. But you can know that these twelve makes, each of its kind, has genuine merit in economy of cost, simplicity, strength, capacity, speed and beauty of design. Not one car of the twelve lacks in any of these things—it couldn't get on our list without meeting our standard in every essential. Each of the twelve automobiles we sell excels on some one point—it is simply not possible to get all the merits supremely perfected in any one car. There's no monopoly on brains of course.

One car is remarkably capacious for its cost—carries more pounds per horse-power. Another is wonderfully simple to operate—a great point when one does not want to master mechanical details. Another records more mileage per dollar of fuel (gasoline) cost. Here is the Car Luxurious—special outfit made on the finish and fittings—richly upholstered—tonneau unusually roomy. Next it stands the Car Speedy—built for speed primarily, but with as much comfort and room as a high-powered car can have. There you'll find the Car Economical—designed for folk who want a little vehicle for two, offering maximum accommodation with minimum outlay.

Each car has its own merits—we know them all, and we will tell you frankly what they are. We have nothing more to gain by selling one automobile than another—and nothing at all to gain by selling you a car that's not wholly suited to your wishes.

The whole idea is to eliminate, for you, all the guesswork,—to remove from your buying the possibility that some other car might please you more or give you more for the money.

That we do because we have searched the market—we have examined and tested every automobile of any account before we elected to sell just these twelve makes. When we have done that, we knew, and we know now, these twelve makes are the very cream of autodom—the best cars, dollar for dollar, of price, produced.

That leaves all the guesswork, all the supposition, out of automobile buying. Beyond that we stand ready always to make good the maker's guarantee that the car will do all it is sold to do. Our guarantee is given you, as well as the makers; and we make good that guarantee instantly, on any just claim—quite independently of the maker.

When you buy of us your concern is with us—which means prompt and thorough satisfaction if you ever need to fall back on a guarantee.

Nobody in Canada can sell you a quality car for a dollar less than the price you will pay us. And you cannot travel so far in Canada that one of our places is not somewhere handy, in case you need supplies, repairs, or gratis advice and aid in the management of your automobile.

Taking it all in all—isn't this about the kind of a house your wisdom suggests is right for your automobile buying?

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NOTICE

Take notice that the Municipal Council of the Corporation of the City of Toronto intends to carry out the following local improvement works, and to assess the final cost thereof upon the property fronting or abutting thereon and to be benefited thereby. The reports of the City Engineer, recommending the said works, and statements showing the lands liable to be assessed therefor, and the names of the owners thereof, as far as they can be ascertained from the last revised Assessment Roll, are now filed in the office of the City Clerk, and are open for inspection during office hours.

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Description of Work.	Approximate Cost of Work.	Rate per Foot.	Number of Feet.	Annual Cost per Foot.
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Stone Curbing On Bond St., w. s. from Wilton Ave. to Bond St., 474 6 377 109 4-5

On Bond St., e. s. from Queen to Bond St., 1,348 1221 109 4-5

On Bond St., e. s. from Queen to Bond St., 219 198 106 7-10

On Bond St., e. s. from Queen to Bond St., 1,175 780 106 7-10

On Bond St., e. s. from Queen to Bond St., 204 167 106 7-10

On Bond St., e. s. from Queen to Bond St., 411 351 106 7-10

On Bond St., e. s. from Queen to Bond St., 108 75 106 7-10

On Bond St., e. s. from Queen to Bond St., 422 220 106 7-10

On Bond St., e. s. from Queen to Bond St., 22,168 11,678 107 1-10

On Bond St., e. s. from Queen to Bond St., 3,906 2,564 103 8-1-2

On Bond St., e. s. from Queen to Bond St., 12,906 10,507 103 7-1-10

On Bond St., e. s. from Queen to Bond St., 25,108 21,251 107 7-3-10

On Bond St., e. s. from Queen to Bond St., 2,384 1,913 104 2-3-5

On Bond St., e. s. from Queen to Bond St., 3,000 3,102 103 7-1-10

On Bond St., e. s. from Queen to Bond St., 18,418 11,252 105 1-3-5

On Bond St., e. s. from Queen to Bond St., 2,350 2,138 103 7-1-3

On Bond St., e. s. from Queen to Bond St., 4,019 1,847 105 9-4-0

On Bond St., e. s. from Queen to Bond St., 10,123 6,055 102 1-5-1

On Bond St., e. s. from Queen to Bond St., 2,161 907 105 7-1-10

On Bond St., e. s. from Queen to Bond St., 4,003 3,723 106 4-2-3