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NORTH TORONTO ANNEXATION FAVORED BY CITY COUNCIL

Continued From Page 1. referred to the general electors, not merely the property holders. In sizing up the situation Mayor Geary said that at the present time the Town of North Toronto was considering the granting of a new franchise to the Metropolitan Railway, One councillor, he said, was endeavoring to get up a petition to ask the council to take up the annexation question, and it would strengthen the case if it was apparent that the city council was in earnest. If this were done the Town of North Toronto could go ahead and decide the issues at stake, knowing that the city council were favorable to annexation as a solution to the double franchise question on Yonge-street.

needed to plan for a city of 1,000,000 people and hence it was only reasonable that North Toronto should be annexed right away. All Wee Yorkies. "This council is full of 'Wee Yorkies,'" said Ald. McBride. "If we can't do anything without Mr. Drayton then I think it is time we had our own government. Here we are at the end of May and we have done nothing. The board of control are the weakest this city has ever had." Ald. Anderson contended that the new C.P.R. and C.N.R. station had altered the situation. It showed that the railroads had confidence in the growth of Toronto to the north, he said.

tion of expediency of the annexation, and this was carried by 10 to 8. The following was the division: For—Controllers Church, McCarthy, Aldermen Rawlinson, Austin, Yeomans, Wanless, Rydins, May, Anderson, Mayor Geary—10. Against—Controller Foster, Aldermen Graham, McLaren, O'Neill, Sanderson, Spence, Dunn and Hilton—8. Building Restrictions. Regarding his motion on the order paper to restrict all buildings to 10 stories, Controller McCarthy said modern city planning demanded more uniform buildings. Sky scrapers, he said, were not sanitary, and there was an increased fire hazard, and a tendency to intensify congestion. Such a restriction would be wise from every standpoint, he said.

ties board, Controller McCarthy gave notice of motion as follows: That we create for Toronto a railway and traffic commissioner to hold, construct, operate and manage, the city street railway and the local transit lines and services as built or acquired, that said board should consist of five members, one to be nominated and elected by council each year for a one year term, four to be elected by electors qualified to vote at municipal elections, serving after first election for two years, and one member elected annually afterwards for a four year term. That at the next election the question of creating such a commission be submitted to the electors. That, if approved by a majority of the electors, application be made at the next session of the legislature for legislation necessary to create such a commission. Regarding the proposal of the board

TRAVERS REFUSES TO SAY WHETHER NESBITT GOT PART OF THE MONEY

Some of It Went to Wishart, the New York Promoter, Who Owes the Bank \$50,000 at the Present Time, He Says—New Yorker Threatened to Expose Deal—Travers May Tell More, if Pressed.

Another snag was struck by Frank Hodgins, K.C., at the Farmers' Bank enquiry yesterday afternoon, when the examiner attempted to elicit an explanation from W. R. Travers as to how a sum of money amounting to \$60,000 had been disposed of. Once again the examiner refused to state definitely where the money went and was tracing part of it he met Mr. Hodgins with an insurmountable "I don't know." The banker proves very unwilling to say anything in regard to Dr. Beattie Nesbitt's connection with the institution, but he has promised Sir William to consider the advisability of telling all he knows at once. A large amount of the money, said Travers, was invested in Rosedale real estate. The house which he dwelt and the surrounding lots cost the neighborhood of \$85,000 or \$40,000 at least. Mr. Hodgins pointed out that an advance of \$40,000 made to Travers in January, 1910, had not been accounted for, but the witness said that he had taken the responsibility of that and he could not tell where it had gone. Where Did the Money Go? "It is of considerable interest to me to know where the money went," remarked Mr. Hodgins. "I have none of it. It has gone," replied the manager. Both Sir William and Mr. Hodgins were of the opinion that Travers should try to assist the liquidator to trace the money, so that a portion of it could be returned to the poor people who had lost their all in the collapse, but the witness said that it was absolutely useless to attempt to recover the money. According to Travers, however, the New York promoter, who so skillfully skinned the Canadian banker, owes the Farmers' Bank \$50,000 at the present time. Driver Into Silence Sir William questioned the witness about the missing portion of the \$90,000, and asked him why he would not tell where it had gone to. The manager stated that he was prepared to testify about this until The Telegram came out with such a scurrilous article about him, and this decided him to remain silent. Sir William: "Then we have run up against the same snag we did in regard to the \$2000 cheque?" "Yes." "The witness then went on to say that if they had been given three months longer no one would have been out of money. He said that he would seriously consider the question of the missing money, and might tell Sir William privately where it had gone." Where Are the Cheques? "That certain papers and private cheques sent by Travers at the time of the bank failure to Solicitor Owens' office, which were to be relayed to the manager's residence, are missing was made clear by Mr. Hodgins when he examined Travers on this point. The belongings were in a box and arrived at the house safely, but whether or not the cheques were in it was a matter of conjecture. These notes re-

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Weston was large numbers neyed out by r or trolley car, laying of the new Hospital fo on the ground Hospital, by E Duke of Connauc their loyalist, been erected to guided guests with hunting, things around children of the who had been occasion.

His royal his 10 a.m., accom and Capt. Long scene of the Hughes, L.L.D. the National S On the way of the works of when Mr. R auditorium, the \$150, on behalf factory, who t motor and gas speed the Duke had in a brief for their gene pleasure at h meeting them. Among When the gr had been renc the H. C. H. survey of the e and a series of Swamy, who tion robes, an his chaplains, supplies, and Ch Geary, Hon. W Charlton, W. Arnold, Rev. J. Jacobs, Rev. W. P. Gundy, Mrs. S. H. B. book, Dr. W. McCullough, Rev. J. L. K. Mrs. Munroe, John Nell, Jo E. Robertson, Mrs. T. J. Smith, Dr. Dr. G. S. Stev Dr. Towell, I. Trzbielock, D. Williams, Rev. Wood, Mrs. O The Daughte the Barmisto Prals His Honor's anti-governor at the ceremony of his appro Strathcona is tion, I have a grandson, the of the movem from the beg the Hospital in to Free, who thru been the executive of movement."

of control to secure a permanent traffic expert, so be attached to the corporation council's department, and also to provide \$25,000 to secure additional assistance along these lines. Controller Foster protested vigorously that it was an unnecessary expenditure. He claimed that expert advice would be of no value, and he thought that as the is should be dropped. Church is Economical Controller Church moved an amendment. Instead of \$25,000 for additional assistance he wanted it made \$5000, and also that the proposed new official be paid \$7000 a year. The controller said that Corporation Counsel Drayton had not done his duty because he did not lay an indictment against the Toronto Street Railway in connection with the St. Lawrence-street accident. He thought the railway company should be attacked in this way instead of by bringing American traffic experts over to give information which could be obtained just as well here. Temporary Value. Ald. Hilton contended that the traffic situation was continually changing and he thought a report would only be of temporary value. The board of control were not anxious, he said, and the matter should be referred back. Ald. Austin favored the proposal of securing the services of a permanent traffic expert. It was time, he said, that the transportation problem was dealt with intelligently and decisively. According to Ald. Wanless the city was not making any effort to deal with the transportation problem, which was daily becoming more involved. He advocated that a good man be secured at once. A Serious Question. Controller McCarthy said that there was no more serious question before the city at the present time than the future traffic system. There was no possibility of securing improvement from the Toronto Street Railway, he said, unless the city could show what was needed. Mayor Geary said that the indications were that the railway board were disposed to give the city relief, but the city could not show what was needed in a definite way. He pointed out that the city had no one who could run a railway or offer expert advice regarding traffic matters, and unless data regarding routes and improved services were submitted to the railway board, there was little possibility of the city obtaining relief. There were no traffic expert firms in Canada, he said, and hence it was necessary to get American experts. The mayor pointed out that the investment of \$35,000 was insignificant when compared with the benefits which would be derived and the money that would be saved in connection with the city's transportation ventures. Ald. Sanderson said there was no use in getting expert advice to give information which was already available. Even if the report were secured, he said, it would be of no value. Ignored Till To-Night Lengthy speeches then became the order and at times the debate waxed very warm. At half past ten, however, after three hours' discussion it was decided to adjourn the oratorical contest till 7.30 to-night, over the numerous contentious matters which had yet to be dealt with in the board of control's report. Dr. Torrington Honored. Before entering upon the business of

the day, Mayor Geary, on behalf of the corporation, formally presented Dr. Torrington with an illuminated address in recognition of his services in connection with musical education and musical enterprises in Toronto. His worship explained that the presentation was unanimously endorsed by the council, which desired to express its appreciation of Dr. Torrington's work in connection with the Festival Chorus and the Philharmonic Society and musical education in general. Dr. Torrington in a brief reply thanked the city council for their token of appreciation. It was gratifying to see the musical growth of Toronto, he said, and gratifying to think that he had done something to further that growth. As increase in weight and size of a flying animal increases in greater proportion the power necessary for propulsion in air, E. and A. Hertz conclude that our largest flying birds present the largest flying also. They conclude that the giant pterodactyl and dragon flies of cretaceous and tertiary times owned their flight to a denser atmosphere than now exists.

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