

WOODS' FAIR

Excellent Value in Ladies' Lace Ties.

- 3 dozen Net Ties, buttercolor, buttonhole-stitched edge, fancy floral, lace end, 54 inches long; sale price, each 15c
- 2 dozen Fine Net Lace Ties, with polka dot on net, fancy floral, scalloped edge, with heavy lace end, 54 inches long; sale price, 50c
- 1 dozen Ladies' Fine Net Ties, with pattern on net, buttonhole-stitched edge, with heavy lace-pattern edge, with fine gold thread interwoven; sale price 60c
- We also carry an immense line of Lace Ties, extra good length, in white and buttercolor, exceptional value, at 75c, \$1, \$1.25 and \$1.50

Our line of Souvenir Goods is now complete.

A splendid assortment of Lithograph Cushion Tops, such as Tennis Girl, Canoeing, Automobile Girl, Yachting, Marguerite, etc., also cushions stamped in colors for working, in rose and maple-leaf patterns; sale price 25c

New line of Cushion Tops, in many different patterns of Violets, Carnations, Basket of Buttercups, and scroll design, all stamped in colors ready for working, regular value 25c; sale price 15c

Also a splendid line of "Home Sweet Home" Cushion Tops, ready for working; sale price 50c

See the big Special cut prices in Men's Postcards. Balbriggan underwear.

WOODS' FAIR

THE MAIL TEST AND BLUENOSES

Maritime Provinces Consider That Intercolonial Deserves Credit.

Halifax, N. S., July 17. — The attempt which is being made in the west to belittle the success of the British mail test via North Sydney, entirely misrepresents the object of the trial of the Cape Breton route. The fact that the turbine Virginian was from ten to fifteen hours late, the slowest of the rendezvous off Sydney has nothing to do with the real test. The slowness of the Virginian's passage was due to delays caused by fog off Cape Breton, a derangement of her steering gear. The main object of the test was to prove that the North Sydney route was materially faster than the Rimouski route, and in that respect, the test has been eminently satisfactory. The trial shows that British mails landed at North Sydney can be delivered at Rimouski from twelve to thirteen hours ahead of those carried by steamer to Rimouski and thence forwarded by train to Montreal.

The intercolonial carried the mails 381 miles in 20 hours and 24 minutes, almost equalling the record of the Pennsylvania Flyer between New York and Chicago, which runs 351 miles in 20 hours.

In the Maritime Provinces the result of the test is hailed with the greatest satisfaction, where the slow delivery of the British mails has been a long-standing grievance. The mails were distributed to Maritime points on Thursday night, 24 to 36 hours earlier than if they had been sent to Rimouski. The argument is used that by utilizing a Nova Scotia port for landing of mails and passengers the interest of one million people in the Atlantic Provinces will be best served, as there will be a gain of one or two days for both passengers and mails, and the Western Provinces will suffer no inconvenience, in fact, will benefit to the extent of half a day in the quicker delivery of mails by the overland route. But even if the gain is less, Maritime people contend that they should not be compelled to wait two days for their mails or travel eight hundred to a thousand miles to take passage on a steamer that passes their doors.

Shipping men here do not take much stock in the claim that the British route will ever be a factor in the fast Atlantic mail service. Captains who are familiar with the Belle Isle waters state that five times out of seven the navigator will meet fog or ice and frequently both, making it impracticable for high-speed vessels. One captain is quoted as saying that he was detained twenty-four hours in the Straits last summer by fog, and when the fog lifted, one hundred icebergs were in sight.

Before any permanent arrangement is made a test will probably be made of the Halifax route, which is about 130 miles longer by sea, but has the advantage of being 200 miles nearer Montreal by railway.

Purgatives Are Dangerous.

They gripe, cause burning pains, and make the constipated condition even worse. Physicians say the ideal laxative is Dr. Hamilton's Pills of Mandrake and Butternut; they are exceedingly mild, composed only of health-giving vegetable extracts. Dr. Hamilton's Pills restore regular movement of the bowels, strengthen the stomach, and purify the blood. For constipation, sick headache, biliousness and disordered digestion, no medicine on earth makes such remarkable cures as Dr. Hamilton's Pills. Try a 25c box yourself.

"Sleeping in the open air can only be practiced with safety from arrest by wealthy persons, or those who can show that they have plenty of means and are doing it for experiment—and then only so long as no obstruction is caused," said the magistrate of a London police court the other day.

WISE MOTHERS NOURISH THEIR BABIES ON LIFE-GIVING LACTATED FOOD DURING THE HOT WEATHER. IT SAVES BABY FROM ALL DEADLY SUMMER COMPLAINTS.

PLUCKY PEARY'S LAST POLE TRIP

Will Make Supreme Effort to Land the Trophy for the United States.

New York, July 17. — Robert E. Peary, the American explorer, has sailed from Sydney, C. B., to find the north pole, a quest with which his name is inseparably connected as the name of Sir Thomas Lipton with efforts to lift the America's cup. Peary has the north pole habit to such an extent that he does not set out when he does. Since 1891 he has spent eight years in the Arctic circle. On one trip his wife and daughter and away in the ice-bound wilderness a child was born to the indomitable pair. This time, Mrs. Peary accompanies her husband a part of the way, and then turns home to wait for news of him. It may be September, 1906, before Mr. Peary, but the world will not be left uninformed till then, for Peary is taking a Marconi wireless outfit along, and hopes to send back news every day.

The ship which will carry the adventurer to within 500 miles of the pole is named the Roosevelt, and is a specially constructed steamer, with auxiliary sails. She has many times the horse-power of any previous Arctic exploration ship, and apart from this advantage the Roosevelt's hull is egg-shaped. The theory is that she cannot be caught in the ice, but that the pressure will raise her above the surface. The harder the ice presses the more the ship is squeezed up, until, if the ice gets thick enough, she is forced steadily upward until she rises on top of the pack. Of course, it would smash unless the hull was strongly supported by supports, which it is. An iron beam and iron rods run from the main deck right down to the keel. Then there are oak beams crosswise on the deck and between decks, braced from side to side. There are also, every forty-eight inches, tie beams running from the center iron post diagonally down to the lower beams. It is exactly the same principle that is used in the old-fashioned country highway bridges. As the ice comes, the resistance of this bracing until the fiber of the wood gives way. There are no stairways or quarters below deck. The hold is used for coal and supplies. The accommodations for living and sleeping are all in a light superstructure on top of the deck. In this way the hull of the ship is a solid mass, as well as being braced. No ice floe could possibly smash her.

Route of the Explorer.

From Sydney, Peary will steam to Cape York, where he expects to arrive about Aug. 1. There a picked band of Eskimos, the dogs and supplies of meat will be secured. The dog course will be laid for Cape Sabine, and there is little doubt that the explorer will arrive there on schedule time, which is the middle of August. Three hundred and fifty miles farther north is the spot on Grant Land where Peary expects to establish himself in winter. Several expeditions have made a journey to be a difficult one, and contingent in point of time, on the condition of the ice and water. The land in Grant Land is a polar sea, 500 miles in a straight line from the pole. At this farthest point of land the explorer and his Eskimos will make a dash for the pole in sledges. Peary calculates that the distance can be traversed in six days. That the ice will be solid, he hopes and believes.

Interviewed before his departure, Lieut. Peary cited some of the scientific results which might be expected from his explorations. He said: "To begin with, the settlement of the disputed question as to whether or not there is a polar sea, and the polar continent. It must be remembered that there is a territory around the pole larger than the United States, and that is absolutely unknown. If it is land or a collection of islands it is undoubtedly broken away from the mainland of Asia or Africa, and it is a question of probability at a time when the world was very young. Since then it has been protected from the evolution and change that has gone on in the warmer latitudes below it by an impassable ice barrier. Consequently if land is there it probably contains a flora and fauna which existed in prehistoric times and which scientists now only know of through fossil remains. The discovery of this fauna and flora, and the revelation of their existence, would be of almost incalculable value to scientists."

The Pendulum Test.

"Do you entertain the belief that the climate at the pole is any warmer than it is a little further south?" was asked. "No, and I do not think it is any colder, either, despite the fact that every wind that blows from the north pole is a south wind. After you once strike Arctic cold, I mean the real, severe, deadly cold of the polar regions, it really remains the same. Another valuable and important point to be settled for the benefit of scientists by anyone who reaches the pole is the proof of the pendulum test. As we all know, the force of gravity is determined by the swing of the pendulum. Scientists have been able to determine it exactly on all parts of the earth except in Arctic and Antarctic latitudes. By it we are able to determine the curvature of the earth. We know exactly what the diameter of the earth is at the equator. But we do not know exactly what it is at the poles. It is supposed to be something like 26 miles less in circumference that way, but just exactly how much the earth is flattened at the poles will never be known until some scientist stands at the pole and proves it."

This is Peary's seventh adventure into the unknown north. He knows Greenland better than any other explorer. He is 48 years old, and has given his prime to this work. He has spent his own private money, and his wife has given hers; and they have both taken to the lecture platform to raise funds to help him on, while once he had to exhibit in London, in hand-sewn soap to obtain enough money to complete her stores. The United States Navy Department, in which he is a civil engineer, now ranking as commander, has granted him the leave of

A HOT WEATHER IDYL.



THE STEAMING ONE.

Geel! But it's hot, old man, to-day! I've missed till my hair's most blowaway. My house seems as hot as an oven to-day. And I thought I'd come over and sit with you. Somehow or other you always seem As cool and calm as an Eskimo's dream. I don't see signs of an iceberg here; How do you fix it? New brand of beer? I drank two bottles an hour ago. And I never had anything stew me so. How do you do it? Put me on Before I frizzle and, f-a-a-t! am gone!

THE COOL ONE.

Beer! No wonder you're seething now, With a cascade rioting down your brow. This draught for the gods if they were dry. A brimming pot of the glorious brew Of CEASE & SANBORN'S coffee, true, And brown and rich as Roman gold, For till the pot sweats dewy cold, A bit of sugar and dash of cream, A sip, and then you'll lie and dream Of Polar bears and the chill North Pole, And peace will descend on your simmering soul.

Away with beer! It's a steaming brew! CEASE & SANBORN'S 's the stuff for you.

absence necessary to pursue his researches, but he has enjoyed no financial aid from the Government. He has had to plan his expeditions, finance them, and then carry them out, all by himself, however, his wealthy friends have undertaken the fiscal part, thus relieving him of one of the greatest worries of his life. He is a man of the old Viking type, to whom privation and suffering are as his daily bread. The discovery of the pole would net him a great reward for such courage and enthusiasm as Robert Peary's.

KEEP HIM ON THE JUMP

How Scotland Yard Worries American Gambler in London.

London, July 18.—When Frank Dwyer, the steamship gambler and adventurer, was here a month ago he missed making reported death in Tom O'Brien by a few hours, and sailed for America while the detectives were searching for him. He has returned to London, and Scotland Yarders are again on his trail.

They have not arrested him, because the extradition writ, for some reason, has been withdrawn, but they are making Dwyer's stay in London very uncomfortable. Two detectives are shadowing him continuously. At the hotels the detectives are always in the vicinity of Dwyer's identity, and he is requested to move. This method is forced to continue until Dwyer is forced to quit London or the authorities can get some charges to lay on him.

American crooks are as numerous this year as ever, but they are not as conspicuous in the hotel lobbies as in past years. The authorities at Scotland Yard have just received information which should put at rest all stories concerning that vast area in Tom O'Brien, the noted American crook. O'Brien is still alive and a prisoner at Devil's Island, where he is enjoying good health. He is reported to be in good health, and his release has been made, but the French officials have no intention, so far, of releasing him. The Scotland Yard officials say, of release ago—it is all a matter of time. O'Brien was deported for killing his partner in crime in a railway station here, New York woman worked for years to secure his release.

MOTOR RULES FOR ROAD

What Ontario Motorists Must Remember When Out for a Spin.

Toronto, July 17. — The Provincial Secretary has issued notices to automobilists setting forth the terms of existing legislation and calling attention to a number of details necessary for the guidance of the fraternity. The following is a copy:

A marker issued with permit, on registration, must be prominently and securely fixed on back of the body of the automobile. The number on the marker must not be allowed to be obscured by dust. To be visible to the marker must be illuminated by a lamp. The marker number must be painted in black figures not less than two inches in height on the illuminated glass of a lamp carried prominently in front of the automobile, the glass being ground or stippled with white paint. Not more than ten miles per hour within any city, town or incorporated village, and without the same not more than fifteen miles per hour. Automobiles must not approach within 100 yards, a horse going in the same or opposite direction, at a speed more than seven miles per hour. On crossings and bridges speed must be slackened. Every automobile must carry a bell, gong or horn to warn persons approached. No automobile race will be allowed on highways. Motor must be locked when on the highway and not in use. The owner of vehicle will be responsible for all infractions of act or regulations. The penalty for infraction of the act or regulations is \$25.

NO ALCOHOL IN IT.—Alcohol or any other volatile matter which would impair strength by evaporation does not in any shape enter into the manufacture of Dr. Thomson's Electric Oil. Nor do climatic changes affect it. It is as serviceable in the Arctic Circle as in the Torrid Zone, and is more useful in the higher latitudes, where man is more subject to colds from exposure to the elements.

THE FAMILY ALE.

The only GOLD MEDAL awarded at the St. Louis Exposition for ale and stout was won by JOHN LABATT. Purchasers can always get Labatt's Ale and Porter in prime condition from P. J. WATT, Market Square, Molesons Bank Building.

Russia in Europe alone has an area



THE WEATHER TODAY

Warmer, with showers.

Buy a Golf Jersey for Touring, Boat- ing, etc. Stylish and Popular, \$1.75 and \$2

Peters' Original Swiss Milk Chocolate.

This is the original—the first Milk Chocolate placed on the market. Its success—its purity—called forth praise—and a number of imitations. A comparison between the original and the imitation will be all in favor of Peters' Original. At Glove Counter a demonstrator is distributing free samples. If you know anything about Chocolate, or don't know anything about Chocolate, it will pay you to come.

Wash Goods Remnants Half-Price.

There'll be a great time in Wash Goods Section at 9 o'clock Wednesday morning. We have measured up all short lengths of Colored Muslins, Prints, Gingham, etc., and they're all Remnants now to clear at half-price. Don't miss values like these. If you're at all fair-minded you'll say—Surely we can't expect to buy such excellent goods at anything less than half-price. Be early.

New Black Chiffon Taffetas.

You'll buy these values now, and within a month or two, if the price goes up considerably, you'll wear a satisfied expression. The time to buy is when the price is down.

20-inch Black Chiffon Taffeta Silk, Swiss manufacture; very reliable; soft, rich finish. Price only, yard 75c

20½-inch Black Chiffon Taffeta Silk, pure dye; for Shirtwaist Suits. Ask to see this one. Price only, yard \$1.00

44-inch Mousseline Chiffon Taffeta Silk. This silk is made by one of the most reliable Swiss makers, and for this kind of silk is the handsomest imported by us; warranted all pure silk; pure vegetable dye. We do not hesitate in recommending it to our customers for satisfactory wear. Also shown in ivory white. Extraordinary width, 44 inches, and our price is only, yard .. \$2.50

No matter what kind of Black Silk you want we likely have it.

See our values in Millinery Department. Special reductions prevail just now as we have to clear every Summer Hat early enough to let you get full worth out of it this summer.

SMALLMAN & INGRAM,

149, 151 and 153 Dundas Street.

THE GREAT SALE OF CHOICE BUILDING LOTS

In a new survey now going on. Lots front on Lovett, Kitchener and Roberts streets. Right in the center of Industrial London and close to all large factories. All lots high and dry; city water in each lot. Eight beautiful houses built; near Rectory Street Belt Line.

Opportunity—Only once in a lifetime is such an opportunity offered. Accept it now.

Prices—\$147 to \$280 either cash, or \$5 down and balance on monthly payments without interest; 5% off for all cash.

See the property at once. Select your lot. Get your choice. Don't delay. Prices will soon be advanced.

LOOK! THINK! ACT!

Plans, terms, etc., on application.

A. A. CAMPBELL THE REALTY DEALER,

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Office Open Saturday Evenings from 7:30 to 8:30 o'clock. 61k ly

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