The Toronto World
A Morning Newspaper Published Every Day in the Year.

BUILD BETTER ROADS.

The question of good roads is as old as civilization.

It is therefore all the more to the discredit of twentieth century Canada that her farmers must bump over bad roads that would not have been tolerated by the people of the Roman Empire two thousand years ago.

To the credit of the press of Canada the newspapers in season and out of season have stood for good roads, and if the highways are better to-day than 30 years ago it is largely the result of an unrelenting campaign of education in which technical ideas worth while have been imprinted on the public mind.

Let a man dare to stand up on a public platform to-day and say, "I favor bad roads; they're cheap and cost less."

He would be howled down and possibly his sanity would be questioned.

But township councillors do take part in endless discussion on crazy-quilt road improvement plans in which they argue that ten dollars is too much to spend on the "eighth" or "ninth" concession this year, and thereupon an amendment is moved to cut it down to five.

It all ends in mud gravel—then mud, and the money expended, small as the amount may be, is utterly lost.

The whole thing is futile. The question now is not that of good roads so much as that of administration by which money now being wasted will be used to build permanent roads, which, when once constructed, will be good roads thru all the centuries.

The provincial government must rise to this larger responsibility. If the public works department under the supervision of A. W. Campbell is allowed to build the trunk highways of Ontario The World is satisfied that the object lesson presented by standard methods and modern machinery will soon result in the county roads and concession lines becoming infinitely better than they are to-day.

TALENTS AS INVESTMENTS.

A good deal of reprobation has been handed out for the last nineteen centuries to the man who would not take a chance, and who buried his talent in a napkin. Like Esau and Agag and a few other scriptural characters he appears to have been the victim of the system.

Numberless young men have developed grey hairs in the attempt to square the policy of putting their talents out to usury with the cold hard fact that 93 per cent. of all business enterprises started fail within a year. This is the testimony of the commercial agencies, and it conflicts radically with the representations of the parable to the effect that all the investors doubled their capital. In the light of modern business experience the man who hid his talent in a napkin was a safe business risk, while the other fellows who put their capital on the market would have been looked at askance nowadays, and their securities carefully investigated.

No account is taken, however, in the parable of a class that abounds in America—those who, more reckless than the man with the napkin, start out with the best intentions, and find at the end of a year that their capital is sunk in fixtures and payments on account, and that the assignee is in charge of the stock remainder.

Probably the parable, had it specifically mentioned these bold adventurers, would have indicated some way of giving them another start.

They had faith, and nothing in the world, nothing in life or in death is half so important as faith. The man who can trust himself among the great cosmic forces around him, certain that he will arrive somewhere, confident that he will gain as he goes, assured of his partnership in the great joint-stock concern of the universe, that man has faith in the real, active, vital sense.

The smallest portion of a man's talents is the money, the cash capital, he may have at his disposal. Even the talents of the parable have gone into tradition, not as mere dollars, but as mental and intellectual accomplishments, human faculties. And this leads up to some ideas that have been admirably expressed by John Burroughs, the naturalist.

"Success is not counted by dollars, nor is peace to be purchased with great riches," says Burroughs.

"It seems to me that the only thing that keeps people in the city is that they can make money there. But that is all the city is good for, and if they think money can make them happy or can purchase them contentment they are sadly mistaken, as they find out when they become millionaires.

"People spend their lives making a fortune and then find out that it was not what they thought it to be.

"There is a great inclination on the part of wealthy people to return to the country, but they go out in the wrong spirit. They set up an establishment with a lot of servants and get as far away from the true country as if they were in town.

"In order really to return to the 'Great Elemental Sanities' one must go with the right attitude of spirit, and that attitude is simplicity.

"It does not take much money to live in the country. Money is good to buy books and pictures with, but it is not needed for much else. One can live in the country, if his mind is right, and enjoy the best books, the best of people, the best of life and never be troubled about his bank account."

GRADE CROSSINGS.

"We are not willing to balance that expenditure against loss of life or limb," says the Railroad and Warehouse Commission of Illinois in giving judgment against a petition to permit a railway to lay tracks across a street at grade.

"In the evidence presented at the hearing we are unable to find a single fact that would justify us in entering an order in this case permitting the petitioner to cross at grade. When a question of this character is presented to this commission its first and most important duty is to see to it that the lives of the traveling public and of the employes of the parties interested are properly protected."

The commission quoted a decision of the supreme court of Pennsylvania on the point as follows:

"What a century ago were deemed unsurmountable obstacles to an under or over crossing are now treated as only engineering difficulties, which skill and capital can generally overcome. *** It is not as if the result of a collision were the injury to, or even the destruction of property, which compared with rapid and cheap travel and transit might perhaps be trivial, but it is the danger to the persons of the public which is to be avoided. Safety is the object in view, and therefore on determining what is reasonable we must not balance expense and difficulty against loss of life or limb."

It is a happy circumstance that Sir Charles Rivers Wilson has anticipated the publication of the Illinois Commission's report, and has acquiesced in the construction of the Esplanade Viaduct. In this admission of the principle, it is to be hoped that the public may glean some assurance that the day of level crossings is doomed so far at least as crowded streets and thorofares are concerned, and that our own Canadian Railway Commission will not fall below those of the United States on this point.

TRAFFIC CONTROL.

Editor World: I noticed by The World of the 31st, where you were willing to accept any suggestions that could be made regarding controlling of the street traffic.

I would suggest that you start a voting contest, the prize being to send six of the most popular policemen to England to see and learn for themselves how the traffic is halted at the sign of the hand. At busy intersections two policemen are used, one at the east and one at the west, while the north and south traffic passes thru. When a sufficient number have passed they reverse their positions. The hands of the police down town do not seem to carry any force with them, and teamsters brush by in the old accustomed way. Another rule which should be enforced in the city is that drivers of covered delivery wagons should be made to give a signal when turning a corner or when cutting across the street from left to right. It is an easy matter to outstretch an arm. Then the driver in the rear will have some warning. As a chauffeur, I had my first experience with a touring car in London last year and could not help but admire the splendid way in which the traffic was kept moving. If our own policemen can't learn to have control, why, it would be easy to import a few London bobbies, as there are yet a few things we can learn from the mother country.

Chauffeur.

TAXATION OF UNIMPROVED LAND.

Editor World: The writer was very much pleased at your recent editorial suggesting the full taxation of unimproved land in the City of Toronto, and was surprised that more since has not been heard of this valuable suggestion in your paper and others.

The writer had an experience the very day before your article appeared, showing how unjustly the present system operates. He came across a market gardener using about 25 acres of land (very suitable for workingmen's homes, which are very much required). He enquired from the owner if he would sell. His reply was "No; it is worth $1500 per acre now, and I have a fixed assessment for a number of years, and will not sell until this expires." Now, the meaning of this is simply "Slums"—for it crowds the workingman and his family so far out into the country that they can neither spare the time nor the money to travel back and forth to their work in the city, and so, for convenience sake, they crowd in the centre, and this is what makes "Slums."

It also increases the cost very much of administration of the affairs of the city, and this is not the worst, for it is this system that creates aristocracy of wealth "who toil not nor spin," and are kept at the expense of the real producer.

Please push your suggestion thru to a successful conclusion.

Fiat Justitia Ruat Coelum.

SHOULD LOOK OUT FOR THEMSELVES.

Editor World: Amateur yachtsmen are complaining about the danger they run in passing the rifle ranges at Long Branch. One was shot and others have been frightened. Why should these people complain? If they exercised ordinary sense or discretion they would not run any risk at all. Signals are up when firing is going on and they are not hidden. The balls do not travel over two miles from shore and if the foolhardy mariner wishes to go into the danger zone he should not grumble at the consequence.

Do these people imagine that because they are foolish enough to get in front of the guns, rifle practice will be stopped? If they look down the barrel of a gun and pull the trigger and get shot, it is their fault. Is it not as much their fault if they get shot while passing the ranges?

Ex-Militiaman.

Dental College Goes Cheap.

Brown Bros., contractors, have purchased the old building of the Royal College of Dental Surgeons from the hospital authorities for $4000 and have already begun the work of demolition. The building originally cost $100,000.

CITY SHOULD HOLD LAND HAVING BAY FRONTAGE

Civic Officials Lay Down Principle in Report on Polson Company Offer.

That the city retain the ownership of all lands fronting on Toronto Bay is the suggestion contained in a joint report by City Engineer Rust and Assessment Commissioner Forman, on the application of the Polson Iron Works for a dry-dock site on Ashbridge's Bay. Mr. Forman goes the length of proposing that all the lands in the marsh district should be so retained.

The officials bring forward two propositions. The first is to lease the firm a block of water lots, containing 33 acres, on the harbor front in a line with Parliament-street. The second is to sell the firm 34 acres of water lots fronting on the proposed 400 foot ship channel. The matter of terms is left to council.

The property first named has a frontage of 800 feet on the harbor and runs easterly 1700 feet to the west limit of the roadway allowance. The other block runs easterly 1120 feet along the proposed ship channel and has a depth of 1320 feet. A roadway 120 feet wide separates this site from the channel.

Mr. Forman states that the properties are about a quarter of a mile south of the lot on Cherry-street which the city proposes to sell to the National Iron Co., and that they are about 1000 feet north of the lake front. The plan for the reclamation of the marsh contemplates the cutting of a channel thru from the harbor to Coatsworth's Cut, east of the marsh. The properties under consideration are on the north of the channel, one having a bay frontage and the other fronting on the channel. The land is all swamp and would necessitate heavy expense in filling.

The officials think that the lease of the harbor lot could be considered if the city decided that not all the bay frontage would be needed for wharves and docks.

More Smallpox.

Another case of smallpox was discovered by Dr. Sheard yesterday. The latest patient is a child only a year old, living on Roslyn-avenue. The disease is believed to have been contracted in Peterboro.

The resolution passed by the Trades and Labor Council opposing the sale of the Cherry-street harbor lot to the National Iron Co. has not altered the mayor's attitude in the least. He asserts that wherever he goes he finds the sale commended, and that what the city should do is to encourage, not frighten away, men of "capitalistic proclivities."

The mayor hopes to have the special city council meeting to deal with the disposal of the Cherry-street property next Friday.

C. L. Fellowes, waterworks engineer, is unable to explain why the water pressure in the seventh ward should be so inadequate, and will investigate. He looks for a marked improvement when the new 6,000,000 gallon pump at the high level station begins operations in about two weeks.

OSGOODE HALL

Six New Writs Were Issued Yesterday.

Six new writs were issued at Osgoode Hall yesterday. Edith M. Mercer of Toronto has entered suit against the Dominion of Canada Guarantee and Accident Insurance Co. for the recovery of $5000 on a policy taken out by the late James H. Mercer.

Clara Toft is being sued by the Reinhardt Salvador Brewing Co. for $1,053.75 alleged due on 60 barrels of lager delivered from April 1st to May 3rd.

Benjamin Goldstein, administrator of the Meyer Goldstein estates, sues the C.P.R. for unstated damages for the death of Meyer Goldstein, which he attributes to negligence of the defendants.

Gordon B. Munna of London is plaintiff in a suit against the London Printing and Lithographing Co. He sues to recover $1,490.14 alleged due as balance of commission on sales.

Robert Crompton of Toronto is suing G. M. Clements of Grantham Township, for alleged breach of contract. He claims a vendor's lien on 50 acres of land.

In an action against Jno. S. Hiscock, James McGinnis is trying to recover unstated damages for alleged slander.

20,000 Men Wanted for Western Harvesting.

To meet the demand for farm laborers in Manitoba, Saskatchewan and Alberta, special second class excursions will be run by the Canadian Pacific Railway from all Ontario stations. Cost of one way ticket to Winnipeg is $10, and from Winnipeg to points where laborers contract to work they will be carried without charge. After at least one month's work in the harvest field, a ticket back to Ontario starting point will be issued at $18.00. Tickets are only good on farm laborers' special trains. Tickets will be issued to women, but no half-rate for children. First excursion leaves Toronto August 19th. Ask any C. P. R. agent for particulars.

OLD GOLD

CIGARETTES

FACULTY ENTRANCE LIST EXAMINATION RESULTS

Names of Those Who Will Proceed to University Course Under Educational Curriculum.

The following list contains the names of all candidates who have passed on one or more parts of the examination for entrance into the faculties of education. The examination passed is indicated after each name. The word teachers) indicates that the candidate is qualifying under section 5 (2) of circular 19.

The certificates of those who passed and the statements of marks of those who failed will be mailed to the principals and inspectors at once. As in the other examinations no appeal can be allowed to candidates whose papers are stamped as having been re-read. In other cases of failure appeals will not be refused if made before September 1, and accompanied by the fee of $2.00. In view of all the precautions taken, however, it is unlikely that such appeals would be successful.

1. Algoma and Manitoulin—N Gemmill 1.

2. Brant—C. B. Gobd 2, K E Hammond 1, E Metcalf 1, J MacNaught 2, E M Senn 2.

3. Bruce—W J Cryderman 1, L Fraser 2, N F Gilchrist 1, T M Halliday 1, A L Huether 1, W L Keeling 1, F M Lamb 1, J A Long 1, A Matheson 2, teachers, J W Morgan 2, H Schumacher 1.

4. Carleton—C H B Dawson 1, R B Hare 2, M Harvey 1, D Kemp 1, teachers.

5. M G Halbert 1, F Patterson 1.

6. Durham—M H Blacklock 2, M C Cox 2, L F L M Clarke 1, E A Gillies 1, A M Jardine 2, F M Quinlaw 2, A E Rundle 2, C K Sing 1, O O Worden 1.

7. Elgin—G M Cook 2, A T Dunn 2, G Griffin 1, C M Hyndman 1, M Kent 1, J R McPherson 2, S E Schleinhauf 1.

8. Essex—R V Boismier 1, teachers, G H Robinson 1.

9. Frontenac—E. O'Meara 1.

10. Grey—E C Cavers 2, G Chantler 2, M Edge 1, S Ferguson 1, 2, honors, J Fleming 1, L Hartford 1, H G Harvey 1, M Kerr 2, E Little 2, J T McGuire 1, 2, J J McQueen 2, honors, L M Parsons 2, H M Richardson 2, M A Ross 2, A Tugman 1, 2, L S Watson 2.

11. Haldimand—M E Anguish 1, F Lishman 2, A F Nicholas 2, I Vanderburg 2, G L Warner 2.

13. Halton—H E Watson 2.

14.—Hastings—E A Crawford 1, E C Dawson 2, M McCullough 1, A W Mackintosh 1, A A Newton 1, E N Panter 2, A E Rorke 2, K VanDewater 1.

15. Huron—T E Agnew 2, M G Anderson 1, A W Archibald 1 honors, 2, J C Copp 1, D M Clark 2, J E Currie 2, P I Davis 2, H V Dobson 2, M Duncan 2, H T Elcourt 1, E H Glenn 2, G E Goble 2, C Horan 1, 2, R F Kilty 2, J F Lucas 1, W G Lavery 2, H M Leppard 1, J B V Long 2, W F Linklater 4, teachers, F A May 1, R S McBurney 2, W J McLean 2, J W Peck 1, H C Pugh 2, O M Ross 1, V A Ross 1, 2, D H Stewart 1, honors, 2, E C R Stoneman 1, R G Scott 2, J H Stoneman 1, G J Thompson 1, C L Treleaven 2, G E Tees 2, J C Willson 2.

16. Kent—A Anderson 2, A J Brisson 1, L Cameron 1, H J Dick 1, A H McQuarrie 1, O W Mitton 1, A Neagle 1 teachers, M E Park 2, R V Scott 2.

17. Lambton—O W Burton 1, E B Holbrook 1, F E Hossie 1, E D Hutchison 2, W J R Kingston 1, R B Lang 1, D A R Potter 1, T H Rogers 1.

18. Lanark—C Anderson 2, M H Moynaham 1, T W Oates 2, E F M White 1, S P Willoughby 2, O E Wilson 1, 2.

19. Leeds and Grenville—E A Chester, 2; R O Earl, 2; D M Halfpenny, 2; L Hanna, 1; E E Nelson, 1; M R White, 2; Maggie E White, 1.

20. Lennox and Addington — E F Johnston 2. Honors.

22. Middlesex—J K Benner, 2; R F Burke, 1; I P Bartlett, 2; E M Croxon, 2; K Crosby, 1; E M Cranston, 1, 2; C S Fraser, 1; R V Howard, 2; A I Hodgins, 2; A B Jay, 2; E P Lancaster, 1; W B Mitchell 2; E Mackenzie, 2; J R Phoenix, 1, 2; M T Stevenson, 1; A E Thompson, 1; A Thomson, 2.

23. Nipissing and Parry Sound—T G Drake, 1.

24. Norfolk—P M Austin, 1; L F Blayney, 1; H A Franklin, 1; J S Humo, 1; L Liddly, 2; E M Whitside, 2, honors; M A Ward, 1.

25. Northumberland—B B Diamond, 2; E F Ferguson, 1; G Macdonald, 1; C F Roynar, 2; A G Stephens, 1.

26. Ontario—R C Boswick, 1; S Burns, 1; N Found, 2; C M C Fraser, 1; C C Goldring, 1; B B Hozarth, 2; D H Luke, 2; A B Paisly, 2; S L Smith, 1; A M Turner, 2; Alice B Turner, 2, honors.

27. Oxford—C C Cornish, 1; C L Costin, 2; R H Forman, 1; E C Henderson, 1; V A Harris, 2; B Hogarth, 2; L Millard, 2; I Partlow, 2; S E Pettit, 1; W H Pedley, 1; J S Reid, 1; A L Stillwell, 2; J D Thompson, 2; C L Twise, 1; C B Woolby, 1.

28. Peel—A G Davis, 1; S L Taylor, 1

29. Perth—V F Appel, 2; W A Adams, 2, teachers; T E Armstrong, 1; D L Brown, 1; H L Beemer, 1, 2; G H Bradshaw, 1; I B Sasson, 1; A Foerster, 1; K B Foreman, 1; D Fraser, 2; E Fraser, 1; N Gee, 2; A W Glenn, 2; H W Graham, 1, 2; M E Harris, 2; L N Kay, 2; A Kennedy, 1, 2; J W Knipe, 1; H W Lofft, 1; L M Langford, 1, teachers; N P Merry, 2; N E McLachlin, 2; J I McLachlin, 2; J McKellar, 1; James L McLachlin, 2; W R McCamus, 2; L Ord, 1; M R Robinson, 2; S A Richardson, 2; E H Snyder, 1, 2; C W Stanley, 1; M Stuart, 1; F C Steinhoff, 1; B Tobin, 1, 2; Thompson, 2; E Winhold, 1; C E Willows, 2.

30. Peterboro—H E Brown, 2; E M Connor, 1; C Park, 1; A Stinson, 1; L Weatherill, 1; G A Yenney, 2.

31. Prescott and Russell—M Maxwell, 1, 2.

33. Rainy River and Thunder Bay—M Burris, 1, 2; I Hadden, 1; A W Van Volkenburg, 2.

34. Renfrew—M Kearney, 1; E W Ward, 1, teachers.

35. Simcoe—T Cavanagh, 1; E Clark, 1; W G Coles, 2; B Cunningham, 1; H A Elliott, 1; M H Greig, 1; A Houghton, 1; V J Lynch, 1; R Meek, 2; L McGinn, 2; I McNabb, 2; A F Norris, 1; G C Patterson, 2, honors; S Renman, 2; P A Sargeant, 1; S Stewart, 2; W H Tench, 1; E M Teskey, 2; A. Wright, 1.

36. Stormont, Dundas and Glengarry—K Mackay 1, C H Robinson 2.

37. City of Toronto—E L Cale 1, J Cameron 1, G V Connelly 1, C J Ferrier 1, J D Fraser 1, M E Hughes 2, N M Hamilton 2, L F Jennings 2, J H S Leuty 2, D K Locke 1, A MacLachlan 1, L E Mather 1, L M Phillips 2, E Pickard 2, J F Reynolds 1, G Smith 1, N F Symons 1, M Shook 1, E L Watt 2.

38. Victoria—W K Anderson 1, M A Cinamon 1, R W Hardy 1, B T Kingsley 1, M B O'Leary 2, teachers; J I Richardson 2, M Rogers 1, R M Sisson 1, W A Spence 1.

39. Waterloo—I M Cassell 1, W G Dewey 1, teachers; R Dover 1, L B DeGuerre 2, G M Fleming 1, O Master 2, C Wilker 2, teachers.

40. Welland—M Birkett 1, V O Boyle 1, O M Clark 1, G G Geary 1, E C Harrop 1, C E E Michael 1, A L Ward 1.

41. Wellington—A S Corrigill 1, L E Cowan 2, J T Curtis 2, A M Dunbar 1, M J Drake 1, C J R Drew 1, O Fritz 1 and 2, J S Jackson 1, I Mitchell 2, M E McNab 1, C P McTague 1 and 2, O Murray 2, A Noonan 1, J L Penfold 2, honors; W F Wallace 2.

42. Wentworth—A E Baxter 2, A K Booker 1, C E Brown 1, H B Campbell 1, N G Dixon 2, I P Dyment 2, E M Gillard 2, A Harris 1, M A Laidlaw 2, H L Moore 2, M G Moore 1, I V Morgan 1, G Morwich 1, M E Moss 2, A L Scott 1, H Stephenson 1, L A Stewart 1, honors.

43. York—S H Amos 1, F A D Anderson 1, W J Beaton 1, M G Bowers 1 and 2, L H Clarke 1, G E Macklin 1.

GOOD ROADS AND THE GOVERNMENT.

The Peterboro Examiner of July 30 backs up The World's advocacy of the centralization of road making in the hands of the provincial government, observing:

"If the government selected—with, of course, reasonable deference to local desires—the roads to be made county roads, and provided the funds for the construction of such a system, the municipalities or parts of municipalities could not consistently object, since they would get the benefit without having to pay for it. And they might get larger and more direct benefit. The statute labor apportionment of the roads selected for county roads, might, if the government took charge of their construction and maintenance, be commuted and applied to other roads in the townships. The provincial revenue belongs to the people; it is not the government's money, but the people's money, that the government expends. In the past the Ontario Government has given from 10 to 12 millions of the people's money to bonus railways, from which the people get only indirect benefit. If 10 or 12 millions had been spent by the government upon a thoro provincial system of county roads, would not the expenditure have been justified? The people would have got the direct benefit and own the roads; and have the benefit of their free use; whereas, after bestowing 10 or 12 millions upon railways, the people don't own a foot of them and have to pay for their use—pretty dearly sometimes.

The whole subject of good roads should be revived and kept alive. With government assumption of the county road policy, as constituted by statute, the best of results might be expected. We should have a uniform system adopted and carried out. We should have the best methods applied and secure the best results. We should not have the divided responsibility as to expenditure and selection which now obstructs and prevents the progress of the good roads movement.

"The government expends between seven and eight millions of the people's money every year; of this a few stray dollars go to county roads only on condition of a county spending twice as much; that is, the mass of the people, the most important part, the members of the farming community, get no direct benefit of the expenditure of millions of their money. Why not spend more of the provincial revenue on county roads—in a way to give the people greater direct benefit than would result from expenditure a thousand times greater for other purposes?"

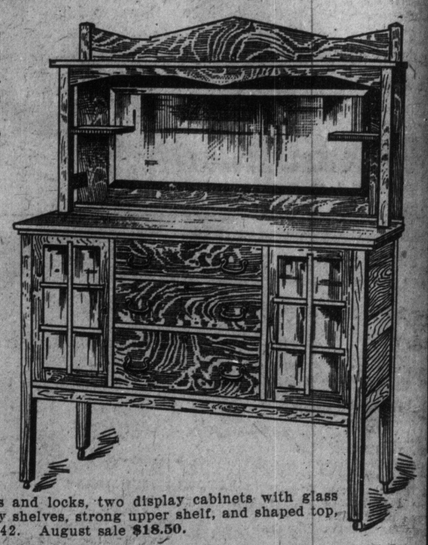
PILES Dr. Chase's Ointment is a certain and guaranteed cure for each and every form of itching, bleeding and protruding piles. See testimonials in the press and ask your neighbors about it. You can use it and get your money back if not satisfied. 60c. at all dealers or EDMANSON, BATES & CO., Toronto.
DR. CHASE'S OINTMENT.

EATON'S DAILY STORE NEWS

As in June and July, Store Closes Saturday at One o'Clock during August. No Noon Delivery Saturday.

First Week of the Furniture Sale Has Broken All Records Now For Second Week

WE'VE never entered into a sale with such enthusiasm or vim as this year, and we've never had such good reason for this enthusiasm—the excellent qualities, the thorough workmanship, the staunch reliability of every article displayed and perhaps better than all the price lowness—savings proved by actual instances—many articles of standard patterns we're able to sell during this sale considerably lower than at any time before—that's on account of the quantity bought, also the good way they were bought—cash down.



Here's how we start out to beat all records for the second week's selling.

SIDEBOARD, hardwood, mission design, figured Early English finish, double top, size 22 by 54 inches, three small centre drawers fitted with handles and locks, two display cabinets with glass in doors, panelled ends, plain standards, two display shelves, strong upper shelf, and shaped top, fitted with a British bevel plate mirror, size 16 by 42. August sale $18.50.

SIDEBOARD, similar to above in golden color. August sale $18.50

SIDEBOARD, hardwood, figured Early English finish, double top, size 21 by 54 inches, two small drawers with locks, two cupboards, one deep linen drawer with lock, plain standards, strong upper shelf and shaped top with a British bevel plate mirror, size 14 by 46 inches, two centre cupboards have leaded glass doors. August sale $19.50.

SIDEBOARD, similar to above in golden color. August sale $19.50.

DINER, quarter-cut oak, rich golden finish, polished, shaped panelled back, front legs have carved claw feet, large box seat upholstered in genuine leather. August sale $2.40.

ARM DINER, choice quarter cut oak, rich golden finish, polished, neatly shaped back, panels, strong arms well shaped and braced, front legs have carved claw feet, large box seat upholstered in genuine leather. August sale $3.60.

EXTENSION TABLE, hardwood, Early English finish, large top with rounded edge, size 46 by 46 inches, deep rim, pedestal fitted with lock, four full sweep legs, easy running slides, extending to 8 feet. August sale $12.75.
Similar to above in golden finish, $12.75.
Similar to above with square top, in Early English or golden finish, size 46 by 46 inches, extending to 8 feet. August sale $11.90.

ARM DINER, hardwood, figured Early English finish, polished, shaped arms well braced to frame, back panels neatly rounded and shaped, square spindles. August sale $2.90.
Similar to above in golden finish. August sale $2.90.

DINER, hardwood, figured Early English finish, polished, neatly shaped, back panels, large box seat upholstered in green pantasote, very strong and comfortable. August sale $1.97.
Similar to above in golden finish. August sale $1.97.

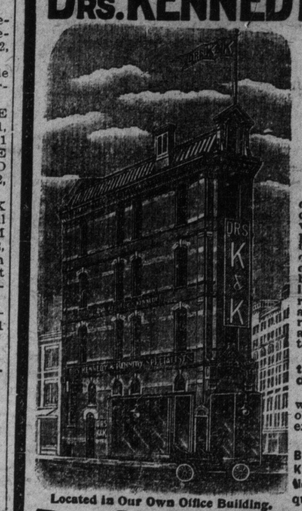
EXTENSION TABLE, made of hardwood, figured surface oak finish, rich golden surface, large top with bevelled edge, size 42 by 46 inches, deep rim with block corners, well made and finished, five massive 4-inch legs, neatly turned and shaped feet, easy running, slides extending to 6 feet long. August sale, $7.00.
Similar to above, but extending to 8 feet long. August sale $7.85.

COMBINATION BUFFET, selected quarter cut oak, rich golden finish, polished, double swell shaped top, 22 by 48 inches, three centre drawers, with swell shaped front. Two display cabinets with leaded glass in doors, strong corner posts with carved claw feet, upper part of case has two handsome display cabinets, with leaded glass sides and fronts as shown in cut, and supported by two standards with claw feet, mirror frame has arched top and fitted with shaped British bevel plate mirror, size 24 by 28 inches. August sale $27.50.
—Fourth Floor.

See Our New "CA-NO" Summer Suit Cases, 3.75 to 7.00.

THE T. EATON CO LIMITED TORONTO CANADA

"AZOL," the new plate, film and paper developer; just add water. Per bottle 35c

DRS. KENNEDY & KENNEDY
Successors to DRS. KENNEDY & KERGAN
NERVOUS DEBILITY CURED

Located in Our Own Office Building.
Excesses and indiscretions are the cause of more sorrow and suffering than all other diseases combined. We see the victims of vicious habits on every hand: the sallow, pimpled face dark circled eyes, stooping form, stunted development, bashful, melancholic countenance and timid bearing proclaim to all the world his folly and tend to blight his existence. Our treatment positively cures all weak men by overcoming and removing the effects of former indiscretions and excesses. It stops all drains and quickly restores the victim to what nature intended—a healthy and happy man with physical, mental and nerve power complete.
For over 20 years Drs. K. & K. have treated with the greatest success all diseases of men and women.
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nouncement made yesterday at a meeting of directors by Chairman William Mackenzie.

The dividend, he said, would not be less than four per cent. The president of the company, Dr. Pearson of New York, attended the meeting and spoke of the prospects of the company, which he said promised excellent returns.

Six For a Dollar Tickets.

The National Exhibition opens on the 28th of this month and everything predicts a greater success than ever. The six for a dollar tickets will be limited in the extent of issue to 5000 less than last year.

The public wishing to get these tickets should do so without delay. They can be had at the office of A. F. Webster & Co., corner King and Yonge-streets.

Four Per Cent. on Rio.

A dividend will be declared shortly on Rio de Janeiro Tramway Light and Power Stock, according to an an-