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YORK COUNTY AND SUBURBS

Townships Will Ask Legislature for Power to Control Their Own Arrears of Taxes.

GRAPE FARM FOR NORTH TORONTO.

Ballot Boxes Have Been Distributed for the New Election in York Township.

Toronto Junction, Feb. 12.—Virtue and vice, and the moral lesson to be drawn from reading various books of fiction in the Public Library, made an interesting subject for debate at the regular meeting of the Library Board to-night. The local press has recently criticized some of the books which the reading public delight in, and, from the opinions expressed by the editors, it would appear that the influence of the books is not such as to be morally healthy. "Carleycroft," one of the books criticized, was defended by the president to-night, on the ground that it exalts virtue and denounces vice. Other books said to be immoral were supported for the same reason. Whilst touching upon the evils in modern society, they do not pander to or exalt debased motives. On motion of Mr. Rice, the book named "A Splendid Sin," was ordered to be burned, and "A Lady of Darkness" will be read by the president, and one other member of the board, before being finally passed upon and committed to the flames.

At the Police Court this morning judgment for $21.60 and $4.50 costs was given in favor of Samuel Cluston against H. Colton for non-payment of wages.

Bracondale.

A meeting of the Public Library Board will be held on Friday to discuss the advisability of appointing a committee for the purchasing of suitable books. In libraries where no particular care is taken in looking over books before they are purchased, it often happens that unsuitable and sometimes immoral books find their way on to the library shelves. Whilst the books themselves are sometimes written by masters in English literature, and in many respects are worthy of perusal, still, where public money is being spent, and the main object of the library is to instruct rather than amuse, it is thought that if racy literature is wanted, the public can purchase it themselves.

The Church of Christ is holding special services this week and next, under the direction of Rev. R. H. Hayden, late State evangelist of New York.

The York Township election next Friday is the sole topic of the average ratepayer hereabouts just now. The consensus of opinion is that there should have been no election, and that the township should have been saved the cost and the electors the trouble of going out to vote. The ratepayers are beginning to blame the respective candidates for causing the election. There is no issue involved. Each candidate is running to satisfy his own personal ambition. The ratepayers realize this, and are annoyed to think that they should be dragged to the polls merely to gratify the whims of the candidate who thinks he has the biggest pull on their votes. One thing is certain, that many men who voted at the last election will reverse their votes next Friday, if it is only to show the candidates that, whilst willing to support them in a general election, they are not to be made parties to a contest between two rivals for a seat at the expense of the electorate.

The Suburban Electric Railway Company has given a very satisfactory service on the Davenport-road line this winter, and has endeavored to keep the road clear from snow, something which was not done last winter.

Weston.

Weston, Feb. 12.—The Women's Christian Temperance Union purpose giving a concert on Thursday, Feb. 14, which promises to be of unusual excellence. Rev. S. G. Connery, late professor of elocution at Queen's University, is to be present, and others to take part in the program are: Miss Margaret Lewis, soprano; Miss Ethel McKinley, mezzo-soprano; Miss Harriette Rutherford, contralto; Alex. Gorr'e, tenor; Oscar Wenborn, D. F. Maguire and J. D. Power, baritone; Percy L. Bayley, violin soloist, and W. F. Tasker, organist of the church.

North Toronto.

County Clerk Ramsden has issued invitations for a meeting at his office on Friday next to arrange for application to the present session of the Legislature for power for all townships in the county to control their own arrears of taxes. The Townships of York, Etobicoke and Scarboro have already secured this privilege, much to their advantage, and the other municipalities will no doubt sanction the movement now made by the county.

The Attorney-General's Department was interviewed yesterday in opposition to an agitation that is being made to secure the release of William Kerr, who is serving 15 years for incendiarism. The constable contends that the convict is a most dangerous character and should be made to serve the complete term of his sentence.

It was anticipated that an election would be avoided in York Township by the retirement of one of the aspirants for the vacant councillorship, but such has not taken place, however, and the clerk yesterday distributed the various ballot boxes.

Mr. R. Ferguson of Davisville and Mr. R. Rae of Eglinton are reported to have secured the appointments as census takers for the town at the coming enumeration.

A special meeting of the Town Council was held last night, with Mayor Davis presiding.

Mr. G. T. Pursey of Davisville wrote quoting an opinion of Dr. Coleman's of the School of Science, advising boring down 100 feet at the present wells, when an abundant supply of water could be obtained. The opinions and past experience of the members of the council did not attach any credence to the free information and the communication will be filed.

The report of the special committee in the matter of discriminating in the tax levy for a section of the north end of the town was adopted by the council without dissent.

The application of the Scarboro Council for co-operation in securing a special act to legalize former tax sales in the municipalities was referred to the Legislation Committee for action.

The bylaw authorising the purchase of the land for the new waterworks site was duly passed and the deal is expected to be closed without further delay.

Owing to the shortage of water, Councillor Lawrence introduced and had passed a resolution to have the electric lights discontinued on Sunday evenings in future.

Councillors Brown and Stibbard introduced a resolution asking for the dismissal of the present temporary assistant engineer and the substitution of Mr. W. Cordingley. A lively discussion over the change was carried on between the mover and the chairman of the Works Committee, and the Mayor stepped into the breach and softened the hard feelings. Councillor Brownlow advocated a more general division of town work and the motion was carried, with the opposition of Councillors Lawrence and Armstrong.

Mr. J. Zeagman of Bedford Park has disposed of his farm of 25 acres for $3200. The land will be used by the purchaser for growing grapes, which will be used for the manufacture of wine, and a product equal to the finest Rhenish is promised.

Thornhill.

The employes of the Holt Renfrew Company of Toronto to the number of 50 held their annual sleighing party to the Queen's Hotel on Friday last. The large dancing hall was requisitioned and a tasty supper served to make a very enjoyable evening.

The practice of the late Dr. Nelles has been purchased by Dr. J. H. McCormack, formerly of Ottawa. The purchase price of the residence was $2000 and the new practitioner has entered upon his duties.

A parlor social in aid of the debt of Trinity Church will be held at the parsonage on Thursday evening next. The remembrance of a similar function held a year ago will ensure the success of this one.

Mrs. E. Baillie and Mr. Joseph Fenwick, two sufferers from attacks of grip, have sufficiently recovered to be again in attendance at their respective businesses.

East Toronto.

A meeting of the Little York fire brigade was held in the Fire Hall last night. Chief Harry Hare occupied the chair. Mr. Bob Patterson answered a charge of crooked work in the secretaryship of the brigade made against him in The East Toronto Standard. He produced the book of the brigade which was reported in The Standard as having disappeared, and read the items of it, clearly proving himself innocent of any underhandedness, whatever in his office as secretary. Mr. Patterson's report was unanimously adopted, and a great deal of indignation was expressed with regard to the article in The Standard. Mr. J. Hind said he thought it high time that local papers were brought to time for their slandering of innocent persons. After a few questions and answers regarding the ownership of the Fire Hall, the financial condition of the brigade, etc., the meeting adjourned to meet again next Tuesday.

On the adjournment of the fire brigade meeting in the Fire Hall at Little York last night, there was a meeting of the Ratepayers Association of Little York. In the absence of President Given, Mr. Hind occupied the chair. The questions of street lighting and the removal of snow from the sidewalks was lengthily discussed, but no conclusions were arrived at. Mr. Bessey strongly advocated the handling of Little York's money by Little York itself and not by the Township Council as at present. An Executive Committee, consisting of Mr Bessey, Mr Chapman, Mr Brownlee, Mr Sind, Mr T Paterson and Mr Newman, was appointed to present the work of the association to the Township Council. It was decided that Mr. Wallace Maclean should be invited to meet the association next Tuesday night, when they would further discuss the questions of street lighting. Removal of snow and the appropriation of monies.

A quiet wedding took place at the home of Mr. C. Allison, East Toronto, on Monday night, when Mr. William Stotts and Miss Mary Becker, both of Highland Creek, were united by Rev. Mr. Graham of Hope Methodist Church. They will reside at Mr. Stotts' home at Highland Creek. Immediately after the wedding ceremony was performed, the infant son of Mr. and Mrs. Allison was christened.

The members of the East Toronto Lawn Tennis Club held a sleighing drive last night, and concluded with a meeting at the home of Mr. G. L. Davidson.

Mrs. R. Woodyard of Kew Beach left yesterday afternoon for Appleton, Wisconsin, to attend the funeral of her nephew.

Mr. Robert Smith of Kew Beach, owner of the Toronto Dye Works, has lately been very ill with la grippe, and abcesses in the head, but is now slightly better.

The remainder of the shooting competition of the Rosedale Gun Club, which was to have been held last Saturday, was postponed till next Saturday.

Miss Nora Tew of Kew Beach, entertained a number of her friends to a tobaggan party on Monday night. Last night Miss Nellie Williamson gave a toboggan party to about 50 young people. A very enjoyable evening was spent.

CANADA SHOULD DO SOMETHING

Continued From Page 1.

a practical character to which we should devote our best energies in order to find a solution that will be in the best interests of the country.

Inclined to State Ownership.

I sometimes have had a fear that the Government ownership of railways would lead to political corruption and to a condition of things not at all desirable. I do not know that that is necessarily the case. I believe the Government might own the telegraphs of the country, and would be in favor of the assumption by the Government of that system at once. I am not sure but that the Government might go further in the interests of the people and take charge of the transportation of the country as well. I do not give these as my views, but I do say that, with all the developments we see going on around us, with all the evils we see growing up around us, **the time has come for the House to take these matters into serious consideration and decide whether Canada cannot place herself in a position that shall avert the evils that have shown themselves among our neighbors to the south of us.** [Applause.]

From Montreal to Portland.

Mr. F. D. Monk (Jacques Cartier): Before the resolution is put, I would like to ask the leader of the Government if any steps have been taken by the Government to ascertain the truths of the reports that have been ventilated in the papers for some time as to the removal of the Grand Trunk Atlantic port from Montreal to Portland. The Dominion line, which was largely subsidized by the Government, as I understand, carries the mail; the Grand Trunk is also greatly indebted to the Government. As this matter has been before the public for some time, I would like to ask the Government whether they have taken any steps to ascertain what is being done by these two companies.

Sir Wilfrid Laurier: I wish my hon. friend (Mr. Monk) would put a notice of his question on the paper.

The motion of Mr. Maclean was negatived.

but I would suggest to him that, if he were serious at all in the course which he has adopted, he has not chosen the best method of bringing the policy he advocates to the attention of Parliament. The suggestion made by him that the Government buy the C.P.R. should be worthy of some notice beforehand, so that we should have time to consider such a large question. But he has chosen, instead, to bring up this question, without a moment's notice, to the attention of the House. I would suggest, at the opening of the session, that we ought, as much as possible, to adhere to the old rule that no question be brought to the attention of the House on a motion to adjourn, except of great urgency.

Mr. Maclean: Hear, hear!

Not Urgent With Him.

Sir Wilfrid: I do not see the urgency in this case. This matter can stand until to-morrow. I do not think it is of such a character that twenty-four hours' notice would be too much to give before proceeding to its discussion. If he is anxious to have the question brought up without a moment's loss of time, he could do so, within the rules, by calling attention to it. In a few moments the House would resolve itself into Committee of Supply. And even if the House be not ready to go into supply—

Mr. Maclean: If—

Sir Wilfrid Laurier: The motion could be moved, in order to give my hon. friend the opportunity he desires, which I, for my part, would be glad to give him. I, therefore, have no other course than to ask the House to vote his motion down.

Mr. Wallace to the Fore.

Mr. Clarke Wallace: I think, Mr. Speaker, that this House is entitled to a little more information from the Government than has been given. The matter brought before our attention by my hon. friend from East York is one of momentous importance to the people of Canada. The First Minister has either not been seized with its importance, or, for some other reason, is not prepared to make any statement about it. But take the facts as we know them, connected with this railroad question. We have the information given us within the past few days that the G.T.R. has made its ocean port the city of Portland, not only for the winter months, but the whole year round. This magnanimous, generous and beneficent Government first of all built a bridge for this railway, in order to enable it to take its business away from Montreal to Portland. And the G.T.R. boasts that that bridge has been built without a dollar of cost to that company.

I have always said in Parliament and on this side of the House always protested that the bargain made with the G.T.R and the Drummond County deal was a most improvident one. But leave the Drummond County Railway aside for the moment and deal simply with the G.T.R.

After the G.T.R.

This Government gave them sufficient money to enlarge the Victoria bridge across the St. Lawrence and to carry those products which we all desire should be shipped from the Canadian ports of Montreal or Quebec in the summer and Halifax or St. John in the winter. Now, we have the important information from Mr Reeve that the whole of that business in winter and summer is to be transported to Portland. The G.T.R. say that they have made enormous investments in Portland, and ask: Are we to leave those investments idle? And they have been aided by the generosity, or rather, I should say, by the extravagance of this Government, to make Portland their winter and summer terminus.

Disastrous Position.

Here is a most disastrous position of affairs. We have our Canadian cities down by the sea, Halifax and St. John, of which we are proud, and whose growth and increase we should do our best to develop; then we have the city of Quebec, which is beginning to show signs of increased prosperity, and the great city of Montreal, the ocean port of Canada. Yet we are told today that the business of this country, so far as the G.T.R. can do it, is to be carried past our doors into a foreign and hostile country.

Government Should Speak.

I protest that the Government should have something to say about these matters rather than make the poor play that we should adhere to the old rules. In my opinion, that is a most absurd proposition. You cannot move an amendment to the motion to go into supply, because the Government will then say: This is a want of confidence motion, and we will call on all our supporters to vote it down without discussion. My honorable friend from East York has taken the proper course in bringing this matter to the attention of the House.

As to "Jim" Hill.

Then there is another question which arises in a distant locality, but is closely connected with the one now before the House. We read from day to day that Mr. J. Hill of the Northern Pacific Railway is acquiring possession of Canada's great coal fields, the Crow's Nest coal fields, and that he will apply to Parliament for a charter to build a road into that district. It is true that the Speech from the Throne gave us no enlightenment or information about this important matter. We would like to know whether the Crow's Nest coal fields, the greatest in Canada to-day, are to be handed over to a rival corporation beyond the jurisdiction of the Government, which three or four years ago manipulated them in the interest of its friends.

Wished to Arouse the Government.

There is another matter connected with this we all remember. The First Minister, at a banquet in the city of Toronto, was hailed as a great deliverer because he had got a telegram from Mr Fielding, his Finance Minister, stating that the fast Atlantic steamship service was an accomplished fact. Perhaps I am mistaken in saying that the telegram was from the hon. Minister of Finance. It may have been from the hon. Minister for Quebec West, Mr. Dobell. At any rate, it was from some Minister in England. But there are so many Ministers in England at various times that we cannot keep track of them. To-day, as I have said, we have a confession that there is to be no fast Atlantic line. We have it further stated that we do not need a fast Atlantic line. Why, of course not. If Portland, New York and Boston are to be the ocean ports for the Dominion, what do we want with fast Atlantic steamers from Montreal, Quebec, Halifax or St. John? All these things seem to be going together. And we have a Government in power to-day that, so far as we can see, do not realize their duties in relation to these matters. We wish to arouse the Government, and make them realize that these are important questions, and that we expect them to do their duty to the country with regard to them.

Box Grove.

In the person of Mr. John Mapes, who died near this village yesterday, Markham Township loses one of its oldest and most respected citizens. Born within a few rods of the house wherein he died and reaching the advanced age of 92 years Mr. Mapes had witnessed a wonderful transformation in this magnificent township. Where the village of Box Grove now stands was then an unbroken forest, and the deceased gentleman could relate many interesting narratives connected with his early life. Mr. Mapes was for many years engaged in the hotel business, and until within the past week was hale and hearty. Deceased was married three times, and is survived by his third wife.

Robert Beith, ex-M.P. for West Durham, called at the Parliament Buildings yesterday.

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LET THE GOVERNMENT PURCHASE CONTROL

Continued From Page 1.

of Canada openly and above board that they have no consideration for Canadian interests, but will, if it is in their own interests, direct their traffic to the United States. If that is the case to-day, how much worse will it be when Messrs. Morgan and Rockefeller and their associates go upon the stock market and secure control of the G.T.R. and the C.P.R. I am not dealing with a generality, but I am speaking of something that might happen to-morrow.

My honorable friend from West Toronto (Mr. Osler) occupies a seat on the Board of Directors of the C.P.R. He and Mr. Shaughnessy might attend a board meeting to-morrow and have an intimation made to them that the C.P.R. had passed from the control of Canadians to the control of these gentlemen in New York.

Mr. Davis (Saskatchewan): How are we going to stop it?

Instruction for Davis.

Mr. Maclean: I will tell you how to stop it. I am going to appeal to history. The most significant thing that happened in my time was what Benjamin Disraeli accomplished not so many years ago in connection with the Suez Canal. He made arrangements with the bankers of the British Government, by which he had the necessary money placed at his disposal, and before anybody knew anything about it the world woke up and learned that England owned controlling shares in the Suez Canal. That was a first-class investment and one of the things resulting therefrom is that Egypt is to-day one of the most important and growing sections of the British Empire. I say that if we are alive to the danger which seems to overhang our country this Parliament will, irrespective of party, take the bull by the horns and place Canada in the position, if necessary, to go on the stock market and buy the control of these two Canadian railways.

Antagonistic to Canada.

Here is the point, the C.P.R. and the G.T.R., as owned and controlled to-day, actually antagonize our own country, our own ports, our own canals, our own river routes, our own fast Atlantic service, antagonize Canadian interests in every way. But if the State had control of these railways they would be the complement of our canals, of the I.C.R., of our rivers and harbors. They would be what they are not now, national railways, helping to build up this country.

Some honorable gentlemen on the other side of the road are disposed to make sport of this, but I read only yesterday in an Ottawa paper that the Minister of Public Works favors extension of the I.C.R. across this country so as to give the people of Canada some relief from the exorbitant rates charged by the C.P.R. I believe in that, if we cannot nationalize the C.P.R.; but it will cost more to extend the I.C.R. across the continent to the seaboard than it would to acquire control of the C.P.R.

There is the present and immediate way of settling the transportation problem of this country. There is the way to get a fast Atlantic service, to use the railways of Canada, to build up our Atlantic ports, and it can be done for less than $50,000,000. The country would not have to bear any more expense in connection with the bonds and the various investments of the railway, than it bears to-day. It is the traffic that bears all these expenses. I believe the capital could be converted to a 2½ or 3 per cent. basis, instead of having to bear the exorbitant rates that it bears to-day. The country would benefit in that way, and in a thousand other ways, from such an action on our part.

Guard Against a Danger.

We should not, for a single day longer, allow the control of our railways, and, it may be, the control of our coal areas, to stand in danger of passing over to the capitalists of the United States, and there is something coming in the United States. I believe a revolution is imminent there. What is likely to happen was depicted the other day in a cartoon in a New York paper, which represented Uncle Sam watching some boys—Morgan, Rockefeller and others—putting things into a bag. He said to the boys: "When you get them into one bag, I intend to take them over." That is the position of things in the United States.

There are great constitutional difficulties in the United States in the way of the Government taking over the railways. But, in Canada, all that is required is a resolution to be passed by this House, and the Minister of Finance ought to be able, in twenty-four hours afterwards, to make arrangements, by cabling to England, to have the necessary money to buy the control of the railways. It is an easy thing for us to do. We have extended the I.C.R., and it is the best asset Canada has to-day. [Hear, hear!] I am told the Minister of Railways, Mr. Blair, is in favor of nationalizing the telegraph and telephone services in this country. If he is, he is on good lines, and the I.C.R. must not end where it is to-day.

Remedy for Grievances.

The people have substantial grievances, which must be remedied. The way to remedy them is to stop chartering railways and giving away to corporations the lands of the country. Somebody will tell me there will be corruption and maladministration attending this project. I would be prepared to pay a man like Mr. Hays, who is admitted to-day to be the first railway man in America, $100,000 a year, if necessary, to administer our railways absolutely for the benefit of our people, and irrespective of party or political considerations, and if we cannot get such a man perhaps we could get three men to do the work for a great deal less money.

But what I was talking about was the serious present prospect before the people of Canada, which may be forced upon their attention any day, a problem which must be solved, and to which immediate public attention should be directed.

Let the Government Speak.

We should have some statement from the Government as to what they would do if they should wake up in the morning and find that our two great Canadian railways had passed into the hands of that enormous syndicate in the United States, which to-day controls nearly every mile of railway in that country, which controls every acre of coal lands, which controls the Standard Oil Company, which controls the iron output of the country, which controls the banks. Mr. Morgan is, besides, the greatest banker in the world to-day. And that corporation, directing its energies against Canada and controlling our railways, with the capital behind it, could wipe the name of Canada from off the face of the earth.

Mr. Mulock: Oh, no!

Mr. Maclean: I am glad to hear the Postmaster-General say that even they could not do it. I know of some persons who tried to do it a few years ago, and did not succeed. I wish, in all seriousness, to call the attention of this House and the entire country to the situation as it exists to-day, and ask, under these circumstances, some information from the Government of what they are likely to do under the circumstances.

Parries the Question.

Sir Wilfrid Laurier: I would not like to be offensive to my honorable friend,

A POOR BREAKFAST.

Very Few People Eat a Good Breakfast.

"All I want for breakfast is a roll and a cup of coffee."

This remark is heard not only in hotels, restaurants and lunch rooms, but it is the usual breakfast order in the home circle as well. After a 12 hours' fast it would seem that the first meal of the day should be a hearty, substantial one, and if we all lived natural, unartificial lives, it would be so, but none of us do, hence breakfast is a mere pretence.

Says a latter-day philosopher: "During many years of active business life, I never remember having eaten a good, substantial breakfast, but supposed it was of no importance until I began to lose appetite for lunch and dinner.

My physician told me I was a victim of nervous dyspepsia and must take rest and recreation, as no medicine would reach the trouble, but this advice I could not follow, as my business affairs would not permit it, and to get relief I resorted to medicines and prescriptions, and it was purely accidental that I hit upon one remedy which did the business. While in a drug store one evening I noticed a number of people buying Stuart's Dyspepsia Tablets, a widely advertised preparation for stomach troubles, and the force of example was too much for me, and I bought a fifty-cent package.

I took a tablet or two after each meal and in a week my appetite picked up. I began to feel my old ambition for work returning, and could eat a good breakfast because I wanted it, and from that time to this I take Stuart's Dyspepsia Tablets as regularly as I take my meals, not because I now have any trouble with my stomach, but because I don't want to have.

A fifty-cent box of Stuart's Tablets will last me a month, and keep my digestion in good order, and I know of no better investment a business man can make. 135

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42 Men's All-Wool Canadian and English Tweed Suits, single-breasted sacque style, in brown, fawn, bronze and grey mixtures, neat checked patterns, lined with good durable Italian cloth, well tailored and perfect fitting, sizes 35-44, regular 7.00 to 8.50, special Thursday **5.95**

Good Styles for the Boys
In Suits and Overcoats

Boys' All-Wool English Tweed Three-Garment Suits, made single breasted, with a natty double-breasted vest, handsome grey and brown broken plaid pattern, lined with Italian cloth, sizes 28-33, special . . . **4.00**
Boys' Medium Weight Box-Back Overcoats, fine navy blue English beaver, single-breasted fly front, with velvet collar, lined with farmers' satin, sizes 22-28, special . . . **4.50**

Winter Caps and Gauntlets
These Thursday prices will tempt you to be warm and comfortable:
75c Caps for 48c Men's Winter Wear Caps, in fancy plush and corduroy, or in check tweeds and navy blue cloth, yacht, Quebec and Falkirk styles, slip bands, warm, good-appearing caps, worth 75c, Thursday . **.48**
1.00 Caps for 69c Men's Sealette Caps, wedge or Dominion shape, fine quality silk sealette, satin lined, sizes 7 to 7⅞, regular 1.00, Thursday . . . **.69**
Bargain Gauntlets Men's Imitation Black Persian Lamb Gauntlet Driving Mitts, buck or kid palms rubber lined, warmly lined, regular price 1.00 and 1.50, Thursday . . . **.75**

50c High-Grade Neckwear for 25c
Men's Fancy High-Grade Neckwear, fine rich colorings, neatly worked silk thistle pattern, in the newest shape puffs, flowing ends, graduated Derbys, regular 50c; Thursday special . **.25**
(See corner Yonge and Richmond Street Window.)
Handsome Neck Wraps
Men's Fine Brocaded Silk and Wool Mufflers, large size squares, choice patterns, Thursday . . . **1.00**

Dent's Famous Dollar Gloves
Thursday for 50c
Men's Standard Quality Fine Gloves for just half — a buying chance you will highly appreciate:

Men's English-Made Cape-Skin Unlined Gloves ("Dent's"), out seam, spear-point backs, sewn with silk, one metal button, shades English tans, sizes 7 to 9, one of Dent's regular 1.00 gloves, Thursday per pair **.50**
(On Sale in Richmond Street Section.)

More Sample Boots
This list for Thursday tells you of Boots worth twice as much as we will ask—if you can find your size among them, don't miss so good a chance for satisfactory buying:
1.00 Boots for 50c 229 pairs Ladies' Sample Boots, size 4 only, in plain buff or grain leather, Laced; Oxford Shoes, light and heavy weights, sizes 3½ and 4, regular prices 75c and 1.00, Thursday Sample Sale price . . **.50**
2.00 Boots for 1.00 178 pairs Ladies' Sample Boots, sizes 3½ and 4 only, in nice Dongola kid and fine oil pebble leather, button and lace, suitable for skating or street wear, regular price 1.50 to 2.00, Thursday Sample Sale price . . . **1.00**
1.50 Boots for 75c 169 pairs Men's Choice Casco Calf, Buff and Heavy Leather Pegged and Riveted Boots, sample sizes 7 and 8 only, regular prices 1.25 and 1.50, Thursday Sample Sale price . . . **.75**
2.50 Boots for 1.50 219 pairs Men's Sample Lace and Elastic-Side Boots, sizes 7 and 7½ only, in choice buff, Dongola and box calf leather, regular prices 1.90 to 2.50, Thursday Sample Sale price . . . **1.50**

Big Bargain Day in Single Curtains
If you can use some Odd Curtains, or don't mind hanging pairs that aren't an absolutely exact match, we give you a rare gala chance for bargain buying. These fine pretty lace samples and the handsome chenille and tapestry ones will please you immensely:

Sample Swiss Curtains 98c
115 Sample Swiss Curtains, 50 inches wide, 3½ yards long, in white and ivory, with floral and spray designs, no two curtains alike, but some near enough to go together as pairs, regular value 2.50 to 3.50 per pair, Thursday all one price, each curtain . . **.98**
Rich Heavy Curtains 1.50
78 Odd Chenille and Tapestry Curtains, 3 and 3½ yards long, from 30 to 50 inches wide, chenille have plain centres with dado top and bottom, tapestries are mixed and allover patterns, with heavy fringe top and bottom, special for Thursday, each curtain . . **1.50**

Directors— H. H. FUDGER, J. W. FLAVELLE, A. E. AMES.
THE ROBERT **SIMPSON** COMPANY LIMITED
Wednesday Feb. 13th.

EST. 1843 **SCORE'S** EST. 1843
HIGH-CLASS SUITINGS DURING FEBRUARY
Mr. Score bought these materials direct, they are the most elegant selection to be seen in Toronto, and we are making them in our usual style, which has met with unqualified approval.
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