CATTO DRY GOODS ONLY

Household Napery AND Housefurnishing Departments

Are Now Complete With New Stocks...

Linen Damask

Table Cloths, Table Napkins, Doylies, etc., in all sizes, and showing some very new designs.

Embroidered Linen Quilts

A grand display of most beautiful designs, all hand-done; Real Linen Bed-Spreads, hemstitched and embroidered designs, of great richness; prices fully 20 per cent. below the mark.

"Taoro" Linen Novelty

This exquisite, hand-drawn work in a great variety, including Tea Cloths, Doylies, Tray Covers, Plate Cloths, etc.

Handsome Eiderdown Quilts

Pure down filling, downproof Covers, in rich silk, satin and printed sateen coverings, in cot, single and double bed sizes.

Striped Romen Rugs

A particularly large display of these handsome Lounge Rugs.

French Printed Flannels

Every new design represented in an immense showing—all colors and styles of pattern.

Samples on Request.

JOHN CATTO & SON

King Street, Opposite the Postoffice.

VARSITY SENATE ELECTIONS.

Ballots Are Beginning to Arrive By Every Mail Now.

Mr. James Brebner, registrar of Toronto University, has a very voluminous mail just now. Every post brings him in a bunch of voting papers, and from now until Oct. 2 the postman will be a familiar person around Varsity. The ballots are for the election of members to the Senate, and, altho Wednesday was the first day for receiving them, they are beginning to come in rapidly.

By the University Act, which was passed at the last session of the Legislature, several additions have been made to the ex-officio members of the Senate. The new members will be: Principal of University College and the deans of the faculties of arts, law, medicine and applied science and engineering.

The graduates in arts of the University who at the time of graduation were enrolled in University College may elect twelve members to the Senate; the graduates in arts and science of Victoria University and the graduates of the University who at the time were enrolled in Victoria College, five members; the graduates in law, two members; the graduates in medicine, four members; the graduates in applied science and engineering, one member; persons holding certificates as High School principals or assistants, who are actually engaged in teaching, two members.

In accordance with the University Act, no ballots are required for the election of the following, and they will be reported to the Senate as elected by acclamation: Hon. Sir W. R. Meredith, chancellor; William Renwick Riddell, B.A., Toronto, and Hon. Mr. Justice Street, nominated by graduates in law; Dr. W. H. B. Aikins, Dr. I. H. Cameron, Dr. James M. Macallum, Dr. A. H. Wright, Toronto, nominated by graduates in medicine; Charles H. Mitchell, C.E., nominated by graduates in applied science and engineering.

Mr. Brebner wishes it to be understood that no voting paper will be counted which has not been furnished by him.

A Clear, Healthy Skin.—Eruptions of the skin and the blotches which blemish beauty are the result of impure blood, caused by unhealthy action of the Liver and Kidneys. In correcting this condition and restoring the organs to their normal condition, Parmelee's Vegetable Pills will at the same time cleanse the blood, and the blotches and eruptions will disappear without leaving any trace.

Police Court Record.

For stealing a bag of coal from the Standard Fuel Company and a lamp and a shovel from the G.T.R., William N. Robinson was yesterday sent to jail for 40 days by Magistrate Denison. James Britton, who stole John Turner's money, got six months in the Central. John Clegg, for assaulting Annie McGuire, was sent down for 40 days. James H. Lewis, the Christian Scientist, charged with manslaughter, was remanded for eight days.

County Court Cases.

There was no sitting of the County Court yesterday, as the lawyers in the cases fixed for trial were not ready. The cases set down for trial to-day are: Clarke v. Flanagan, Gillman v. Gray, Coulter v. Simpson, Miller v. Kanady.

LAUNCHED A GREAT SHIP

And Laid the Keel of a Greater—Collingwood as a Ship-building Town.

MR. TARTE AND TRANSPORTATION.

Event Made Occasion of Much Rejoicing—A Big Celebration and Gay Luncheon.

Collingwood, Sept. 12.—(Special.)—Collingwood, now a town of 6000 people, is forging ahead with steady stride toward full-grown cityhood. Its fine, natural harbor years ago made it an important upper lake passenger and freight port; half a decade ago the establishment of the Collingwood Meat Company, with an equipment for killing and marketing 7000 hogs a week, made it a prominent pork packing centre; still more recently the enforcement of the saw-log embargo caused the local sawmilling and box-making industries to jump into extensive proportions with J. & T. Charlton as strong factors therein; to-day the burg is en fete over the first fruits of a big ship-building yard, and a few weeks hence will see the Cramp steel plant added to the list of Nottawasaga Bay enterprises. The springing up of these industries is steadily increasing the town's population, and in a drive about the streets to-day I noticed that nearly every thorofare boasts from two to half a dozen new houses or houses in course of construction—nearly all of them brick and of comfortable dimensions. No wonder, therefore, that all Collingwoodites were glad to chuck up business this afternoon to celebrate the launching of the first ship at the new shipyards. Everybody turned out with his wife, and two or three hundred visitors from outside points, brought in by special train, participated in the celebration.

An Important Industry.

The "Huronic," the big steel liner launched to-day, is not actually the first vessel constructed at this port, for the City of Collingwood, the Majestic and other smaller craft have been put together here in former years, but she is the first product of the modern steel shipyards, established at this point last autumn by the Collingwood Shipbuilding Company, Limited, a corporation capitalized at $200,000, and officered as follows: President, J J Long; vice-president, Capt Alex McDougall of Duluth; secretary, Thomas Long of Toronto; general manager, Hugh Calderwood; other directors, Chas. Cameron and Capt. Campbell of Collingwood.

Tho founded only a year ago, the Collingwood Shipbuilding Company is making rapid strides, and the scope of the present works is to be enlarged by the extension of the present docks and yards and the instalment of new machinery. By next year, so Capt. McDougall tells me, the yards will allow of the simultaneous construction of six full-sized canal steamers or of three 500-foot boats. The steel plates used in building the Huronic came from across the line, but it is expected that next year the Cramp Steel Works of Collingwood will be able to furnish this material.

Launching the Huronic.

The Huronic is a great 3200-ton passenger and freight boat, built on symmetrical lines, and her big red bottom and towering black hull cut an impressive figure, as, prior to the launching, she stood up stiffy in her cradle of timbers, made of Douglas pine from the Pacific coast.

About 1 o'clock the guests privileged to witness the ceremony gathered in the shipyard, or crowded onto the vessels in the harbor; then one by one the timbers supporting the big vessel were pulled away; and finally with a quick sliding movement she traveled sideways down the greased skid-way and plumped down into the water with a great splash. Hon. J. Israel Tarte, representing the Dominion government, was the chief personage present on the christening stage, and the act of naming the vessel was gracefully performed by Miss Long, a daughter of President Long.

Immediately after the launching ceremony, the keel was laid for a 7000-ton ship to be built by the company for Mr. F. H. Clergue of Sault Ste. Marie.

After the christening and keel-laying, a sumptuous luncheon was served in the "moulding loft" of the company, and a number of speeches were made felicitating the company and the town on the importance of the occasion.

Description of the Vessel.

The boat launched to-day is being built for the North-West Transportation Company of Sarnia. She is a package freight and passenger steel screw steamer, from designs by Hugh Calderwood, manager of the shipbuilding company. This vessel is built under the inspection of F. D. Herriman and will obtain the highest classification given by the Bureau Veritas International Registry of Shipping, namely, A1, with a star for 20 years. She is built of open-hearth steel thruout, and is of the following dimensions: 325 feet over all, 308 feet between perpendiculars, 43 feet beam by 27 feet moulded depth. The new vessel will have cabin accommodation fitted up in first-class style for fully 250 cabin passengers, and will have considerable accommodation for the carrying of steerage. A feature of the design which will be appreciated by the traveling public is the dining-room, which is placed athwartships, extends the full width of the lower cabin, is 50 feet by 32 feet in size, and will dine at one sitting 120 passengers, seated at 15 tables. The lower cargo hold is divided into five compartments of a combined capacity for 80,000 bushels of wheat, and in addition to this there is a storage capacity on the main deck for 700 tons of package freight, making a maximum load on 18 feet of 3100 tons, with 300 tons additional allowed for fuel.

She is divided by six water bulkheads into seven watertight compartments, extending from the keel to the main deck, which should make her a very safe ship. She has a water ballast capacity in her water bottom of about 800 tons, divided into eight different compartments, and is well lighted thruout from duplicate electric lighting plant, fully 500 lights being provided thruout the entire ship. The propelling machinery was built by Messrs. John Inglis & Sons, Toronto, from designs by their superintendent, Mr. J. H. Smith, late of Chicago and West Superior. The machinery consists of triple expansion vertical engine, with cylinders 26, 42 and 70 inches in diameter, by 42 inch stroke. It is expected that the steamer will make fully 15½ miles an hour when loaded and about 17½ miles when running light. She costs about $300,000.

A Boat for Mr. Clergue.

The big steel freighter building for F. H. Clergue of Sault Ste. Marie, Ont., the keel of which was laid immediately after the launch of the Huronic to-day, will rank amongst the largest carriers on the lakes. The dimensions are 390 feet over all by 46 feet beam by 26 feet deep and when full loaded will have a carrying capacity of 7000 tons. She will be in every respect an up-to-date freighter, being fitted with two large duplex pumps for the handling of water ballast, of which she has a total capacity of fully 2000 tons. A large steam towing machine is fitted and she will tow with a two inch steel hawser 1200 feet long; three steam winches are fitted on deck for the handling of both ship and cargo. The vessel will be steered with a steam steering gear and will be lighted thruout with electricity from a duplex set of generators.

Three steel pole spars will be fitted, on which she will carry considerable sail, consisting of one fore sail and three large fore and aft sails. Commodious quarters for the officers and crew will be provided for in a large deckhouse located aft.

Some of the Guests.

A few of to-day's invited guests were: Hon. Israel Tarte, Minister of Public Works; George B. Reeve, general manager and second vice-president of the Grand Trunk Railway; T. C. Burgess, G.A.G.T.R., Minneapolis, Minn.; W. R. Tiffin, supt. G.T.R., Allandale; F. W. Thompson, Manager Ogilvie Milling Company, Winnipeg; Mr. H. Choppin, Newmarket; Marshall H. Brown, D.F.A. C.P.R., Toronto; Thomas Charlton, N. Tonawanda; E. C. Eaton, president of the Board of Trade, Owen Sound; F. S. Evans, George R. Waite, U.S. Consul Small, Major Silver, P. Patton, J. Birnie, K.C., Capt. Storey and Capt. Campbell, Collingwood; Houghton Lennox, M.P., Judge Boys, Mayor C. A. Radenhurst, H. H. Strathy, Martin Burton, N. Dyment and Leighton McCarthy, M.P., Barrie; Hon. George E. Foster, U.S. Consul Sewell, A. Angstrom, Hon. E. J. Davis, William Inglis, J. L. Inglis, Arthur White, J. Bertram, Lieut.-Col. Mason, T. C. Irving, H. E. Smallpeice, Fred K. Wyld, S. F. McKinnon, Capt. A. A. Currie, E. F. Clarke, M.P., F. B. Polson, Capt. Crangle, James Scott and Thomas Long, Toronto; Judge Creasor, Dr. Horsey, M.P., and Capt. W. T. Roberts, Owen Sound; Capt. A. McDougall, Duluth; W. J. Eberts, F. K. E. Kirby, Detroit; Mayor J. D. Hanmill, Meaford; R. Logan, Cleveland; Wm. Fletcher, Chicago; Capt. J. Gaskin and Capt. J. Donnelly, Kingston.

Tarte on Government Aid.

In the course of the toast list at the luncheon Hon. Mr. Tarte made some important statements regarding the Canadian transportation question. He said that at present there were not sufficient bottoms to carry Canadian grains down the lakes, but in the launchings at Toronto and Collingwood this deficiency was being made good. Furthermore, the government was helping to solve the transportation question by deepening the channels and improving the harbors. He added that the Canadian railways would have to help in solving the transportation problem. He warned the Grand Trunk Railway that it would have to come back to Canada for its chief port. Canada had the shortest route to the sea, and we had only to make it the best route as well. The government was aiding the iron industry, and he did not think it would require much money to encourage the Canadian ship-building industry, so that Canadian vessels would be built to carry Canadian grain via Canadian channels. The ports of Montreal and St. John would soon be perfected, and what was next needed was Canadian ships.

In a later speech Mr. Tarte further committed himself by seconding Mr. Fielding's recent statement that the ship-building industry deserved all possible encouragement from the government.

G.T.R. Manager Reeve.

General Manager Reeve of the G.T.R. said that the Grand Trunk had, at the instance of a former government, spent $13,000,000 in Portland, and that it could not afford to let that investment lie idle for seven months in the year. He added that when 10,000-ton ships could be brought to Montreal the G.T.R. would bring its boats to that port.

Lake and Ocean Transportation.

Capt. McDougall of whaleback fame referred to the growth of the lake shipping in 35 years from a few thousand tons to 20,000,000 tons, and maintained that the Gulf and River St. Lawrence could be rendered safe just as the upper lakes had by the establishment of proper signals, lights, etc. He characterized as impossible the attempts to carry grain from upper lake ports across the Atlantic in the same bottoms. Our present boats were large enough, and our canals were large enough to accommodate vessels that could safely navigate the currents and approaches in the lakes themselves. Our future lay in the transportation by canal-sized vessels to an ocean port and in re-shipment thence in ocean-going ships.

In proposing another toast, Mr. Tarte committed himself to the feasibility of the fast Atlantic service, the Collingwood-Toronto air line and the French River ship canal.

Mr. J. J. Long, who presided, said that the St. Lawrence was the natural outlet for the grain of the west, and the Collingwood shipyard should have all it could do to build vessels required for that trade. He also said that the government should see that United States vessels enjoyed no more coasting privileges in Canada than Canadian vessels enjoyed in United States ports.

Canadian Versus U.S. Bottoms.

In responding to the toast "Our Guests," Capt. Crangle of Toronto accused Mr. Tarte and the government of blocking Canadian shipbuilding by refusing to exclude United States lake vessels from enjoying Canadian coastal privileges.

Mr. Tarte replied that there were not enough Canadian bottoms to carry Canadian grain, and that, therefore, Mr. Booth of the Canada Atlantic Railway had been allowed to use American bottoms to bring grain from Fort William to Depot Harbor. The remedy was to build Canadian bottoms. The policy of the government was to prevent American bottoms coming into Canadian ports, but before enforcing this policy more Canadian boats must be built.

Capt. Crangle stated that if Mr. Tarte would guarantee that the government would not vacillate on this question, his company would at once give an order for a large canal boat.

Mr. Tarte: Well, you may give an order for ten vessels.

Others on the list of speakers were Thomas Long, Hon. E. J. Davis, Duncan Coulson and Capt. Currie of the Cramp Steel Works.

KIDNEY DISEASE

A REMARKABLY BAD CASE CURED BY POWLEY'S LIQUIFIED OZONE.

"Powley's Liquified Ozone" acts quickly to relieve kidney disease. It cleans out the delicate tract, soothes the inflammation of the mucus linings and restores the most important organ to health. If you have kidney disorder and experience the dreadful bearing-down pains in the back, miserable headache and all the pains usually suffered, take "Ozone" and you will experience very quick relief. We present herewith a very remarkable cure. Mrs. Harvey's daughter had an extremely bad case; the mother's way of telling the story may interest:—

The Ozone Co., Limited, Toronto, Ont.

Gentlemen,—For the past year my daughter has suffered from kidney disease. This sickness came by degrees, until she was bloated to a great size. She appeared to be growing very fleshy and every joint was full of rheumatism. We tried a good many of the patent medicines called blood purifiers, but received no benefit. We also had a good doctor, but he failed to do any good. At last we were advised by a neighbor to try "Ozone," which we did. The "Ozone" seemed to go right through the whole system and she felt worse, but we were told this was a good sign. We continued the use of it, and soon we noticed the swelling reduced in her hands and feet, and it seemed to reduce the swelling in her whole body.

My daughter also had female weakness. The organs were weak and did not work regularly. The "Ozone" regulated these organs perfectly. She now enjoys perfect health, which I entirely attribute to "Ozone."

Wishing you every success, I am,

Respectfully yours,

(Signed) MRS. C. HARVEY, 928 Dufferin street, Toronto.

"Powley's Liquified Ozone" is the greatest discovery known to medical science. It is making use of oxygen in stable liquid form—something that has never before been done. If you suffer from a complicated case or desire to know more about the treatment, write our Consulting Department, 229 Kinzie Street, Chicago, Ill., and receive medical advice absolutely free.

50c. and $1.00 at all Druggists.

THE OZONE CO., OF TORONTO, LIMITED.

Toronto and Chicago.

Look at These Prices! They've Touched Bottom!

On Saturday we give some of the greatest Suit bargains ever offered in Toronto, in both Men's and Boys' Suits. Our Fall Suits represent the highest point of tailoring skill. The materials are in the latest patterns of good, honest, serviceable tweeds and serges. Our Fall Overcoats are the best in every way we were ever able to offer. Read below, then come in and see for yourselves.

MEN'S SUIT BARGAINS.

Men's $6.50 Tweed Suits for $3.99.

Material is of good quality Canadian tweed, in neat dark brown checks and heather mixtures, single-breasted 4-button sacque coats, with good Italian cloth lining, sewn with linen throughout, all sizes, regular 6.50, Saturday special..... **3.99**

Men's $12 Antrim Twist Serge Suits for $7.99.

Beautiful Suits of Real Antrim Twist Blue Serge, sizes 34 to 44, single or double-breasted sacque coat, lined with heavy Italian cloth, silk sewn throughout. IF THIS SUIT FADES FROM ANY CAUSE WE'LL GIVE YOU A NEW ONE FREE. Reg. value $12, Saturday special **7.99**

A SAMPLE OVERCOAT CHANCE.

Men's $7.50 to $10 Fall Overcoats for $3.99.

37 ONLY, all sizes, in plain fawn and grey herringbone effects, lined with heavy farmer's satin, mohair sleeve linings, cut in Chesterfield style, silk sewn and edges taped, all sizes, a handsome, perfectly fitting, serviceable coat, regular value 7.50 to 10.00, Saturday, introductory price..... **3.99**

NOW FOR SCHOOL SUITS.

Youth's $7.50 Long-Pant Suits, $4.99.

Material is of good Scotch tweed in handsome dark green heather mixture, single-breasted sacque coats, best dark Italian cloth lining, silk sewn throughout, the nobbiest young man's suit on the market, sizes 32 to 35, regular 7.50, Saturday, to clear..... **4.99**

Youth's $4 Short-Pant Suits, $2.99.

Natty Three-piece Suits, short pants, in good serviceable Canadian tweed of dark brown shade, single-breasted, 4-button sacque coats, heavy Italian cloth lining, an excellent school suit, sizes 28 to 33, regular 4.00, Saturday, specially cut to..... **2.99**

An elegant 3-section fully furnished School Box free with every Boy's Suit.

SATURDAY SHOE SNAPS.

Men's $4 Box Calf Shoes for $2.99.

Fine Goodyear Welted Shoes, with double extension soles, English back-strap, warranted solid leather throughout, shapely and comfortable, all sizes, regular 4.00, Saturday..... **2.99**

Men's $4.50 Vici Kid and Patent Calf Shoes, $2.99

Either Button or Lace, all sizes, genuine Goodyear welt, medium and wide toe, warranted to give thorough satisfaction, regular 4.50, Saturday, to clear them out..... **2.99**

TWO HAT SPECIALS.

Men's $2.75 Soft and Stiff Hats, $1.99.

In Derby, Alpine, golf and tourist shapes, black, brown, ultra slate, steel and blueish grey, finest fur felt, best silk trimmings, Russia leather sweats, regular 2.75, Saturday, to introduce..... **1.99**

Jamieson's World-Beater.

It's a good while since we sold this Hat before. The difficulty was in getting it, but we have now the very latest shape in the stiff fall style and enough of them to last during the day, unless the rush is extra big, Saturday at the world-beating price **1.00**

Men's 50c Overalls and Smocks, blue, white or black, Saturday night, 8 till 9, 25c.

Boys' Odd Halifax, Scotch and Canadian Tweed Coats, sizes 28-33, some lined, some half lined, some unlined, good heavy weight, regular 2.00 and 2.50, Saturday night, 8-9.. .99

MEN'S FURNISHINGS.

Men's 75c and $1.25 Cambric and Madras Shirts for 29c.

106 only, in fancy stripes and checks, cuffs separate or attached, sizes 16 to 17½, regular 75c, $1 and $1.25, Saturday, to clear..... **.29**

Men's Cashmere Socks, fast black and double heels and toes, regular 35c, Saturday 25c.

Men's Pure Silk Ties, strings and bows, in stripes, checks and fancy designs, just received, 25c.

Fine Silk Ascot, Puff, Knot. Four-in-Hand and Flowing End Ties, pure silk, very choice selection, latest colors and designs, regular 75c, Saturday 50c.

THE SMOKER'S CORNER.

Tobacco Pouches, regular 40c, for 25c.

Tobacco Pouches, regular 75c, Saturday 50c.

Pipes—thousands of them—prices run from 5c to $5.

50 good 5c Cigars for 99c.

Holy Road, Jap La Fortuna, Old Abe, Manuel Garcia, 10c Havana cigars, Saturday 5c.

Stonewalls, Gold Points, Peg Tops, Signet, Lafayette, Board of Trade, La Superbe, Saturday 7 for 25c.

Briar (smoking), British Navy, big plug (chewing), 7c Plug.

All 10c Package Tobaccos, 8c package.

King Edward Smoking, a delicious blend of imported tobaccos, cool and fragrant, 2 oz. for 15c, 1 lb. $1.20.

PHILIP JAMIESON, Cor. Yonge and Queen Sts.

SEQUEL TO TIMBER DEAL.

Solicitor Sues for Services Alleged to Have Been Rendered.

There is a lengthy list of cases for trial at the present sittings of the Non-Jury Assize Court, and owing to the delay in the appointment of a judge part of the work, it is reported, will fall next week on Mr. Justice Osler of the Court of Appeal.

Yesterday Mr. Justice MacMahon commenced the hearing of the action of McCullogh v. Hull. James McCullogh, who is a solicitor at Stouffville, arranged with James H. Hull in the spring of 1900 to form a syndicate to cut and manufacture the timber on certain timber limits in the Nipissing District, for which services he was to be paid $2000. The syndicate did not materialize, and then Mr. Hull offered the plaintiff $1000 commission to sell the property to one Jackson.

Mr. McCullogh alleges that he made all arrangements, and drew up the agreements for the sale of the property, and then Mr. Hull called the deal off. The defendant alleges that Mr. McCullogh, as his solicitor, had interests adverse to his interests, and misconducted his affairs. The case goes on this morning.

The peremptory list for to-day is: McCullogh v Hull (continued), Stack v Eaton, Slessor v Latimer, Harris v Macdonald, White v Bull.

Ryrie Bros. Still Growing.

Not content with their past laurels, the well-known house of Ryrie Bros. have just added to their already extensive business a fine stationery department. Mr. J. F. Quinn of Washington, formerly with Brentano, the leading stationer of New York, has just been engaged to take charge of it, and doubtless this will be a guarantee of its success.

For several years past Ryrie Bros. have been engraving wedding invitations and card plates, but they are now extending the line very considerably and are undertaking it on lines not hitherto attempted in Canada. All the newest and most approved forms of fine stationery will be carried and the most careful attention paid to the engraving of wedding invitations and announcements, address dies, coats of arms, crests, etc.

In view of the increasing wealth of Toronto, there will undoubtedly be an increased demand for this class of work, and we have no doubt that the reputation already established by Ryrie Bros. will be fully maintained in this department.

Briars in cases, with ambers, reduced to $1.25. Alive Bollard. ed

CARNIVAL OF ALL THE RAILROAD KINGS

SATURDAY, SEPTEMBER 14 RAILROAD DAY

Pan-American Exposition

Surpassing the Arabian Nights Enchantments. Prodigies Which Paralyze the Past. Among a Fabulous Feast of Features, Festivities and Fun

PAIN'S HUMAN BOMB

A SUPERNATURAL, STUPENDOUS SENSATION

The Master Aeronaut, LOUIS STEVENS, Who Descends by Parachute.

THE R.R. MEN AND MAGNATES IN PARADE.

Hymen Among the Savage Kings of Beasts. Four Weddings in Their Massive Gilded Den. Eight Grand, Grim Lions Surrounding Brides and Grooms.

Senator Chauncey M. Depew Will Deliver an Address in the Temple of Music at 2 p.m.

Exposition Souvenir Admission Tickets for Sale at All Stations—Buy 'Em

Gorgeous Fireworks Displays—Something New and Beautiful With Every Breath

CHEAP EXCURSION RATES BY ALL RAILROADS

NIGHTWATCHMAN IS ACQUITTED.

Judge McDougall Withdraws Case From the Jury.

James Chambers, the private nightwatchman, who was arrested some time ago on a charge of stealing curtains and other articles from George H. Hees, Son & Co., was acquitted in the Criminal Sessions yesterday afternoon, Judge McDougall withdrawing the case from the jury.

The Crown's chief witness was Mary Bell, in whose rooms on Wellington-street the alleged stolen property was found by Inspector Hall and Policemen Crowe and Sockett, during the progress of a midnight raid. She swore that Chambers had brought the articles there, but her story was contradicted.

The evidence also showed that Chambers, who has been for years a nightwatchman, had always borne a good character and had assisted the police on every possible occasion. His lawyer, E. E. A. DuVernet, moved for Chambers' discharge, as the only evidence against him was the unsupported testimony of Mrs. Bell.

True Bills Returned.

The grand jury returned true bills in the following cases: David McGee, charged with abducting 15-year-old Margaret McIntyre; Catharine Higgins, charged with theft from the J. D. King Co.; Alex. Hoiland, charged with the theft of a horse from David Roebuck; John Madison, charged with breaking into the home of H. H. Cook; Sandford Johnston, charged with passing counterfeit money. McGee was arraigned. He pleaded not guilty and was remanded till Monday, when his trial will commence.

ENGLISH ARTIST ARRIVES.

Montreal, Sept. 12.—Mr. Melton Prior, one of a dozen of English war artist correspondents, the sketcher of a hundred battles, the hero of 24 campaigns and the seven-time wounded champion of journalism, arrived here to-day, the representative of The Illustrated London News, for the purpose of sketching and describing the trip of the Duke and Duchess of Cornwall and York thru Canada.

The Royal Reception

suggests that one should look one's best—nothing equals Campana's Italian Balm for the complexion—at most drug stores, or mailed to any address on receipt of 27c by Hutchings Medicine Company, Toronto. 1357

Dr. J. D. Kellogg's Dysentery Cordial is prepared from drugs known to the profession as thoroughly reliable for the cure of cholera, dysentery, diarrhoea, griping pains and summer complaints. It has been used successfully by medical practitioners for a number of years with gratifying results. If suffering from any summer complaint it is just the medicine that will cure you. Try a bottle. It sells for 25 cents.

MR. ALLAN IS PRESIDENT.

Montreal, Sept. 12.—Mr. H. A. Allan was elected to-day president, and Mr. A. T. Paterson vice-president of the Montreal Telegraph Co., the former replacing the late Hector MacKenzie.

SIMCOE COUNTY OLD BOYS.

Will Drive Dull Care Away With Mirth and Music.

Mr. J. C. Morgan, B.A., Inspector of Schools for the County of Simcoe, addressed the meeting of the Simcoe County Old Boys' Association in the Temple smoking parlors last night. Mr. Morgan stated that the residents of Barrie have made all arrangements for the reception of the Old Boys' from Toronto when they visit that town on the 26th and 27th inst.

For the convenience of the large number who will take in the excursion, Superintendent Tiffin has arranged for a special Grand Trunk train, which will leave Toronto at 8 a.m. on the morning of the 26th. The special train will be in charge of Messrs. William Williams, M. Fennell, Joseph Mellon, Joseph Stevens. In the two days of the visit the annual Fair of the Simcoe County Agricultural Society will be held. In the evening of the 26th a grand concert will be tendered the old boys at the Fair grounds.

Next Thursday night an open meeting of the association will be held in the Temple Building, at which addresses will be delivered by the honorary vice-presidents. Ladies are invited to attend the meeting.

LOCAL TOPICS.

The case of Ferguson v. Aurora Railway came up at Osgoode Hall yesterday for its first hearing.

A writ was issued yesterday at Osgoode Hall by the Ontario Powder Works of Kingston for $10,863, damages from W. Powell and E. Mitchell of Sault Ste. Marie, on a promissory note.

An inspection of the jails of London, St. Thomas and other places has just been made by Dr. Chamberlain, who returned yesterday. He reports that all of them were found to be in a satisfactory condition.

Red Devils Are Troublesome.

Postmen complain of discomfort in riding the automobiles, or "red devils" as they are known, and Postmaster Patteson attributes the cause to two things, viz: Awkwardness of the vehicle and roughness of the roads, the latter of which Mr. Patteson condemns in unmeasured terms.

Mr. Moberley Bell in Town.

Mr. Moberley Bell, general manager of The London Times, arrived in the city yesterday afternoon accompanied by Mrs. Bell. They are the guests of Dr. Parkin at Upper Canada College. They were met at the Niagara boat by Capt. R. M. Melville, Dr. Parkin and Mrs. and Miss Parkin. Mr. and Mrs. Bell will be in Toronto for two or three days.

The Lackawanna gives its passengers choice of routes to New York. Double tracks to Dover. Four tracks from there to New York.

PASSENGER TRAFFIC.

White Star Line

Royal and United States Mail Steamers.

New York to Queenstown and Liverpool.
S.S. CELTIC.....Sept. 17, 8 a.m.
S.S. OCEANIC.....Sept. 18, 9 a.m.
S.S. TEUTONIC....Sept. 25, noon.
S.S. CYMRIC .....Oct. 1st, 8 a.m.
S.S. Germanic .....Oct. 2nd, noon.
Saloon rates $50 and up. Superior second saloon accommodation on Celtic, Oceanic and Teutonic. For further information apply to CHAS. A. PIPON, General Agent for Ontario, 8 King-street East, Toronto.

QUEBEC STEAMSHIP CO.

River and Gulf of St. Lawrence.

S. S. "CAMPANA"

(1700 tons) will leave Montreal at 1 p.m. September 23, October 7 and 21, for Quebec Father Point, Gaspe, Perce, Cape Cove, Grand River, Summerside, Charlottetown and Pictou. Through connections to Halifax, St. John, Portland, Boston and New York.

For rates, berths, folders and any information, call on

BARLOW CUMBERLAND,
Agent, 72 Yonge st., Toronto.
A. ARERN, Secy., Quebec.

EUROPE

Magnificent Steamers of the

CUNARD LINE

Every Saturday for

Liverpool via Queenstown.

WINTER RATES

(which are lower than ever) now in force.

A. F. WEBSTER,
City Passenger Agent

ELDER, DEMPSTER & CO.

Beaver Line—Montreal to Liverpool.

Lake Simcoe....$50 and upwards. Sept. 4th
Lake Ontario. $47.50 and upwards. Sept. 13th
Lake Champlain. $50 and upwards. Sept. 20th
Lake Megantic. $50 and upwards. Sept. 27th

Steamers sail from Montreal at daybreak, passengers embarking the evening previous.

Second cabin rates $35 and $37.50; steerage, $24.50 and $25.50.

All modern vessels, up-to-date in every respect; electric light, bilge keels, state rooms amidships and very best of fare.

For rates, reservation of berths and any further information, apply to

S. J. SHARP,
Western Manager, 80 Yonge-street.

RED STAR LINE.

NEW YORK—SOUTHAMPTON—LONDON
Sailing Wednesdays at 10 a.m.
St. Paul... Sept 18 Philadelphia..Oct. 2
Haverford. Sept. 21 m St. Paul .....Oct. 9
St. Louis ..Sept. 25 St. Louis.. Oct. 16

AMERICAN LINE.

NEW YORK—ANTWERP—PARIS.
Sailing Wednesdays at Noon.
Kensington. Sept. 18 Friesland .... Oct. 2
*Zeeland....Sept. 25 Southwark.... Oct. 9
*New twin-screw steamers calling at Cherbourg.

INTERNATIONAL NAVIGATION CO., Piers 14 and 15 North River, Office 73 Broadway, New York.

BARLOW CUMBERLAND,
General Agent,
135 72 Yonge-street, Toronto.

Franco - Canadian Line

10 days, Montreal and Quebec to Havre.

From Havre.			From Montreal.
Sept. 16th ..... "Garth Castle"			....Sept. 30th
	1st.	2nd.	Steerage.
Havre, Southampton and London ..	$60	$45	$27
Paris.....	$65.50	$48.50	$29.50

Superior accommodation, doctor and stewardess on board. French cooking, table wine free for first class.

Goods from Havre, 11 days; Paris, 14; Bordeaux, La Pallice, Nantes, L'Orient, 17.

Thro B.-L. issued in each French and Mediterranean port by local agents.

For particulars and shipping directions apply to H. Genestal et Fils, Havre, to all railroad agents in Canada, or 223 Commissioners, Montreal.

S. J. SHARP,
Western Freight and Passenger Agent.
80 Yonge-street, Toronto.

INLAND NAVIGATION.

NIAGARA RIVER LINE

CHANGE OF TIME.

On and after Monday, Sept. 16th, steamer leaving Toronto 9 a.m., Lewiston 7.30 p.m. and Niagara-on-the-Lake 7.52 p.m. will be discontinued.

Steamers will leave Toronto 7 a.m., 11 a.m., 2 p.m. and 4.45 p.m. until further notice.

JOHN FOY,
Manager.

RICHELIEU & ONTARIO NAV. CO.

TICKET OFFICE: 2 King St. East, Toronto-Montreal LINE.

Steamers leave week day 3.30 p.m. (except Sunday), throughout month of September.

Hamilton-Toronto-Montreal Line.

Steamers leave Tuesday, Thursday and Saturday at 7 p.m. for Montreal and intermediate points. Low rates on this line.

Lowest Excursion Rates.

Buffalo and return, two days $1 50
Buffalo and return, 15 days..... 1 75
Niagara Falls and return 1 00
Niagara-on-Lake and Youngstown and return 50
Steamer "Niagara" leaves Geddes' Wharf at 8 a.m. and 3.30 p.m. daily, Sunday included.

Steamer "Canada" leaves for Charlotte and Oswego Sundays, Tuesdays and Thursdays at 7 a.m.

New York $7 00
Boston 10 00
Rochester and return 2 50
Rochester, return, going Sunday and leaving Charlotte Monday at 1.40 p.m 1 00

TORONTO NAVIGATION CO., Limited.
Tel. Main 172. 52 Yonge St., Toronto.

Niagara River Line

RAILROAD DAY —AT THE— Pan-American Exposition

SATURDAY, Sept 14th

BUFFALO and Return Good 3 days $2.00

JOHN FOY, Manager.

CHANGE OF TIME

Commencing Friday, Sept. 13th, STEAMERS

Garden City and Lakeside

Steamers will leave Yonge St. Wharf at 11 a.m. and 5 p.m., making connections at Port Dalhousie for

St. Catharines, Niagara Falls, Buffalo.

Special Rates to Pan-American

H. G. LUKE, Agent,
Tels. Main 2553, 2947. Yonge-st Wharf.

Mild in Their Action.—Parmelee's Vegetable Pills are very mild in their action. They do not cause griping in the stomach or cause disturbances there, as so many pills do. Therefore, the most delicate can take them without fear of unpleasant results. They can, too, be administered to children without imposing the penalties which follow the use of pills not so carefully prepared.

PASSENGER TRAFFIC.

GRAND TRUNK RAILWAY SYSTEM

PICTURESQUE PAN-AMERICAN ROUTE.

Railroad Day.

Saturday, Sept. 14th, 1901

BUFFALO And Return $2.10

Special train will leave Toronto at 7 a.m., South Parkdale 7.05 a.m., arriving Pan-American Grounds 9.50 a.m. Fast service. No intermediate stops.

Returning by special train leaving Pan-American Grounds after the brilliant electrical illumination at 10 p.m., and by all regular trains up to and including Sept. 16. Street cars connect on arrival. Baggage will not be checked on these special excursion tickets.

Toronto to Buffalo And Return $3.15

7 Trains Each Way Daily.

Tickets on sale every day. GOOD FOR 6 DAYS. Electrical illumination commences at 7.30 each evening. Special attractions every day.

Passengers may return via Suspension Bridge upon having tickets exchanged at Lehigh Depot or Exchange-street, Buffalo. Stop-over allowed at Niagara Falls.

In connection with this excursion Engraved Souvenir Admission Tickets will be sold at 50 cents each.

WESTERN FAIR, LONDON

SEPT. 6 TO 13, $3.40.
All tickets valid for return until Sept. 23.

CENTRAL CANADA EXHIBITION
OTTAWA, SEPT. 13 TO 21.

SEPT. 13 TO 21, $7.85.
SEPT. 16 TO 18, AT $5.50.
All tickets valid for return until Sept. 23rd.

J. W. RYDER, C.P. & T.A., North-west cor. King and Yonge-streets; phone Main 4209.
M. C. DICKSON, District Passenger Agent.

CANADIAN PACIFIC

THE FAST SHORT LINE

Toronto to Buffalo and Return $2.10

SATURDAY, SEPTEMBER 14th
GOOD FOR 8 DAYS

Good going only on fast special train leaving Toronto at 7.25 a.m. on above date, RUNNING DIRECT TO EXPOSITION GROUNDS, arriving 10.15 a.m.; good for return on special train leaving Exposition Grounds at 10.00 p.m. same day, arriving Toronto 1.00 a.m. September 15th, where special street car service has been arranged, or ON ANY REGULAR TRAIN UP TO AND INCLU